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American Railroad Journal.

New York, Saturday, December 29, 1877.

European and North American Railway.

At a meeting of the land grant bondholders of the European and North American Railway Company, held in Bangor, Me., on the 26th inst., Hannibal Hamlin and William B. Hayford, trustees, made a report for the year ending September 30, last. The gross earnings were \$360,940, and the net earnings \$144,087 42, which they regard as a large percentage, in view of the great outlay on the road in iron, ties, bridges, ballasting, etc. During the year they transported 153,120 passengers and 134,899 tons of freight. Referees have fixed the tariff at 35 cents per passenger and 35 cents per ton of freight, hauled for the Bangor and Piscataquis Railroad between Oldtown and Bangor. The new contract with the Bucksport Railroad gives the European and North American Company 75 per cent of the gross earnings, the Bucksport Road to keep up its line and assume all the risks.

The gauge has been narrowed between Bangor and Vanceboro, also on the Western extension, Fredericton branch, New Brunswick and Canada and Bucksport roads. The trustees state that the important work of effecting a change of gauge on all these roads is due largely to the persevering and energetic efforts of F. W. Cram, Superintendent of the European and North American Company. The cost of narrowing the locomotives

and rolling stock will be some \$36,000 less than the estimates. Freight and passenger traffic have held good through the year. The trustees mention that several suits are still in process of litigation, and anticipate results favorable to the company. The cashier's report shows a balance of \$74,255 55, after paying certain liabilities, and some \$24,000 on account of the change of gauge, and gives a statement of payments to be met from October 1, 1877, to October 1, 1878, aggregating \$72,689 19.

Lake Shore and Michigan Southern Railway.

NEW YORK, Dec. 21, 1877.

At a meeting of the Board of Directors, held this day, the following report from the Auditor, as to the business for the year 1877, compared with 1876, was presented:

	1876.	1877.
Gross earnings (December partly estimated).....	\$13,949,177	\$13,582,939
Operating expenses and taxes (December partly estimated).....	9,574,835	9,023,955
Per cent of expenses	(68.64)	(66.60)
Net earnings.....	\$4,374,342	\$4,508,984
Interest, rents and dividends on guaranteed stock.....	2,759,989	2,742,000
Balance	\$1,614,353	\$1,766,984
Per cent to stock	(3.57)	(3.25)
Appropriated as follows:		
To Ashtabula accident.....	\$498,940	
To Sinking Fund, 1877.....	250,000	
To dividend of 2 per cent, payable February 1, 1878.....	989,330	
		1,738,270
Surplus.....		\$82,714

During the year about 15,000 tons of steel rails have been substituted for iron. The cost of the substitution was paid out of the current revenue, and is included in the amount of expenses above stated. The amount so substituted in 1876 was about 10,500 tons.

The company has no floating debt, nor outstanding obligations in that nature. Claims on account of the Ashtabula accident have substantially all been settled.

During the year the bonded debt has been reduced \$250,000 by the fulfillment of the requirement of the Sinking Fund, and now stands at an aggregate of \$35,750,000, against \$36,000,000 at end of 1876.

The road, machinery and property have been,

in all respects, fully maintained at their high standard condition, and in many respects materially improved.
E. D. WORCHER, Secretary.

Billerica and Bedford Railroad.

This road is 8.63 miles in length, extending from the Bedford Station on the Middlesex Central Railroad through South Billerica and Billerica Centre to the North Billerica Station on the Boston and Lowell Railroad, and between the termini there are eleven stations. The road is built upon a two-foot gauge, and all the rolling stock is especially adapted to this narrow superstructure. The heaviest grade is 158 feet to the mile, and there are three curves, the radius of which is between 600 and 900 feet. The rails are 30 feet long and weigh 25 pounds to the yard. The rolling stock consists of two locomotives, double enders, which, with the coal and water, weigh twelve tons each, and have a hauling capacity of between three hundred and four hundred tons on a level, two passenger cars, one being a combination of passenger, mail and baggage, each forty feet long and six feet two inches wide, with two rows of single seats for thirty and twenty passengers; two observation cars which will accommodate fifty-five or sixty passengers; six flat and one box car. The weight of the passenger cars is four and a half tons against the eighteen-ton cars of ordinary railroads. The capacity of the freight cars is eight tons. The cost of the locomotives was \$3500 each, passenger cars \$2000, observation cars \$475, box \$300 and flat cars \$260 each. All the passenger cars are equipped with the Miller platform and Empire vacuum air brakes. The trains have been run with perfect safety thirty-five miles an hour, although the ordinary speed is from twenty to twenty-five miles. The running time between Bedford and North Billerica is thirty-five minutes, and the consumption of coal is only ten pounds to the mile. The expense of operating the road is \$18 per day. The cost of the road and equipments, exclusive of land damages, has been \$60,000. The owners of estates through which the road passes have given a free right of way for eight miles and several depots have been erected by subscription.

The road owes its existence to the energy and perseverance of Mr. George E. Mansfield, the

present manager. The capital stock of the company is \$50,000, of which sum \$42,000 has been paid in—\$12,000 by the town of Billerica. Capt. Charles A. Banlet is President, and George P. Elliott, L. W. Faulkner, Charles H. Hill, W. K. Hayden, Thomas Stiles and Joshua B. Holden, Directors.

Eastern (Mass.) Railroad.

The earnings of the Eastern Railroad Company for the years ending September 30, 1876 and 1877, were as follows:

	1876.	1877.
From passengers.....	\$1,400,662 78	\$1,384,117 15
" freight.....	908,326 45	989,852 20
" express.....	54,465 82	49,440 70
" extra baggage.....		7,644 26
" mails.....	38,016 00	40,179 96
" property.....	43,788 08	35,532 44
" miscellaneous.....	25,711 94	21,340 80
	\$2,470,971 02	\$2,508,107 51
Expenses, viz:		
General expenses.....	\$177,412 47	\$172,647 13
Maintenance & movement expenses.....	908,998 96	890,224 51
Passenger traffic expenses.....	427,889 21	318,742 28
Freight traffic expenses.....	273,576 32	327,177 27
	\$1,787,876 96	\$1,708,790 20
Earnings less exp..	\$683,594 06	\$799,317 31
From which deduct—		
Rent of leased roads.....	\$202,086 74	
Interest for the year.....	572,997 47	
		\$775,084 21

Surplus, credited to profit and loss.....\$24,233 10

Compared with the year 1875-76, the gross earnings of 1876-77 show an increase of \$37,136 49, with a decrease in operating expenses of \$78,586 76, making the increase in net earnings \$115,723 25. The report says:

The financial condition of the company is much stronger than it was a year ago. The ability of the road to earn from its present business an amount over and above operating expenses, necessary to meet rentals and interest upon the debt, has been clearly shown by the results of the past year. A marked improvement in credit has been the natural consequence. It is hoped that the earnings may, in the next five years, increase sufficiently to meet the increase in the rate of interest on the certificates of indebtedness. The amount of the debt still outstanding to be funded is comparatively small, and there is reason to think that, within the coming year, the entire debt, excepting that part fully secured by special mortgages or good collateral, will be converted into certificates of indebtedness.

There has been no increase of debt during the year. The pay roll of employees has been paid promptly each month, and all purchases of supplies and material have been for cash. All expenditures other than for interest and rents have been charged to operating expenses, and nothing to construction or equipment account.

It is a matter of congratulation that since the last report some important litigations have been brought to a conclusion in a manner not unfavorable to the interests of the corporation.

The suit of the Boston and Maine Railroad against the Portland, Saco and Portsmouth Railroad, for permanent betterments and improvements made upon the latter under the old lease, and a corresponding suit of the Portland, Saco and Portsmouth Railroad against the Boston and Maine Railroad, for traffic balances withheld by the latter, have been both settled in a manner satisfactory to the Eastern Railroad, which was party to the suit as lessee of the Portland, Saco and Portsmouth Railroad.

The questions at issue between the Eastern Railroad and the Portland, Saco and Portsmouth Railroad have also been finally adjusted. The outstanding debt of the Portland, Saco and Portsmouth Railroad, indorsed by the Eastern Railroad, for whose benefit it had been created, has been provided for, and a permanent modification of the lease, beneficial to this company in securing a reduction in the rental, has been effected.

By a supplementary agreement between the two companies this company pay for the use of the Portland, Saco and Portsmouth Railroad about four dollars on each share of stock semi-annually for four years, from July 1, 1877, and after that perpetually at the rate of three dollars per share.

Since the last annual report, the question therein alluded to respecting the rights of creditors holding ten-years notes of the company as collateral, and then litigating in the Supreme Judicial Court, has been finally decided by that tribunal. The effect of the opinion of the court is, that all creditors, with collateral of that nature, are entitled to receive certificates of indebtedness only for their respective debts, computed as cash as of Sept. 1, 1876, and only upon the surrender of the notes held as collateral.

It was stated in the last annual report that the suit brought by the Eastern Railroad in New Hampshire for the abrogation of its contracts with this company of 1840 and 1862, respectively, had been transferred to the Circuit Court of the United States. Soon after that transfer, and as if the hope of accomplishing anything through the original suit was abandoned, the Attorney General of New Hampshire, on the relation of certain stockholders of the Eastern Railroad in New Hampshire, commenced an information in the Supreme Court of that State, the ostensible object of which is a forfeiture of the charter of the Eastern Railroad in New Hampshire for violation of its franchises. The real object undoubtedly is to accomplish by this public proceeding the same private ends sought by the original suit transferred to the United States Court; but the directors feel justified in repeating the remark with which they closed their notice of this litigation in the last annual report, "that there is no reason to expect any other result than one favorable to the interests of the corporation."

While, as already shown, the great mass of the creditors have acquiesced in the just and equitable scheme embodied by the Legislature in the act of 1876, and have come in under the mortgage and taken certificates of indebtedness for their debts, two of them, the Merchants' Bank of Salem and the Bank of Commerce of Boston, have brought suits in the New Hampshire courts, involving comparatively small amounts. How soon they will be decided cannot now be stated.

To determine the question of the payment of the interest accruing December 1 on the bonds of the Portsmouth, Great Falls and Conway Railroad Company, a petition for instructions has been filed in the Supreme Judicial Court. Meanwhile, the amount of the interest has been set aside as a fund with which to respond to the judgment of the court, should its decision be in favor of the road to pay the interest. The bondholders have been notified of this action, and it is believed that they will do nothing to embarrass the road pending the decision of the court, which may probably be expected within three or four months.

The relations with connecting roads are on a satisfactory basis. Among the changes of the year, the following promise to be very advantageous to this company. The Portland and Ogdensburg Railroad, Eastern Division, has made close connection with this road at North Conway, so that trains run through without change. The Portland and Ogdensburg Railroad, Vermont Division, completed in August their road through to Swanton, on Lake Champlain. At the same time the Burlington and Lamoille Railroad effected a junction with the Portland and Ogdensburg Railroad at Cambridge, Vt., making close connection, so that trains have been run without change from Boston, by North Conway, through the White

Mountain Notch, to Burlington and Swanton on Lake Champlain. These connections form a route having unusual attractions for pleasure travel, and make the shortest line from Boston into the heart of the White Mountains. They also secure to the Eastern Railroad a not inconsiderable amount of freight from points in New Hampshire and Vermont, which this road has not had before.

The European and North American Railway from Bangor to St. John, and the New Brunswick and Canada Railway which connects with the European and North American Railway at McAdam Junction, have both very recently changed their gauge to conform to the standard (4 feet 8½ inches) now nearly universal. This may justly be regarded a very important gain, as it does away with the freight transfer at Bangor, and makes it possible to compete with the water transportation. Cars can now run through to St. John, and to Houlton, Me., furnishing a better outlet for the important productions of Aroostook County.

Comparative statements are given showing the results of the business of the road for the past five years that from it a judgment may be formed of the probable future of the road. The gross earnings, operating expenses and net earnings during those years were as follows:

	Gross earnings.	Operating expenses.	Net earnings.
1872-3.....	\$2,229,839 28	\$1,686,607 41	\$543,141 87
1873-4.....	2,987,299 57	1,998,981 63	988,317 94
1874-5.....	2,827,290 74	2,069,871 61	757,419 13
1875-6.....	2,470,971 02	1,787,376 96	683,594 06
1876-7.....	2,508,107 51	1,708,790 20	799,317 31

The following statement will show the number of passengers carried, and the number of passengers carried one mile, during each of the years named:

	Number passengers carried.	Number carried one mile.
1872-3.....	5,696,351	75,789,970
1873-4.....	6,019,990	85,730,813
1874-5.....	5,386,038	75,201,867
1875-6.....	4,796,275	69,453,812
1876-7.....	4,978,255	68,502,002

The tons of freight carried, and the number of tons carried one mile during the years named were as follows:

	Tons of freight carried.	Tons carried one mile.
1872-3.....	586,153	20,651,884
1873-4.....	669,420	37,086,866
1874-5.....	661,886	35,687,333
1875-6.....	634,608	34,224,383
1876-7.....	704,810	39,099,659

The passenger and freight mileage to and from other roads was as follows:

	Passenger.	Freight.
1872-3.....	9,980,048	12,304,672
1873-4.....	9,286,168	18,012,840
1874-5.....	14,101,884	18,738,948
1875-6.....	12,041,110	12,777,314
1876-7.....	11,469,300	15,184,642

The general business of the road shows an increase over last year. The continued falling off in passenger earnings is more than made good by the increase in freight earnings. The fact of an increase in local passenger as well as freight earnings (developed by the above statements) may fairly be considered as an evidence of returning activity and prosperity upon the line of the road, and may warrant the belief that, so far as this section of country is concerned, the tide has at last turned.

In the management of this property the Board have felt that the financial condition of the company demanded an unusually careful and economical expenditure of money; but they were equally convinced that whatever expenditure was necessary to secure a high degree of efficiency in

the running of the road was the truest economy. In no respect, therefore, has the property been allowed to deteriorate, while in several matters essential to its proper working very decided improvement has been made. Of the first importance was the condition of the road-bed and track; and, to improve this, the renewals by ties and steel rails have been larger than usual.

Second only to this was the maintenance of the rolling stock; and, with the exception of the loss of cars by the Marblehead fire, the condition of the locomotives is better, and of the passenger and freight cars fully equal to that a year ago.

All expenditures have been charged to operating expenses, as well as those for new work, additions, improvements, etc., as those for ordinary repairs, and maintenance of the property. Nothing has been charged to construction or equipment account.

ROAD BED AND TRACK.

Expenses for—	1875-76.	1876-77.
Repairs of road bed and track	\$152,745 80	\$166,157 36
New rails, iron or steel, less value of old rails, taken up.....	46,468 00	65,961 16
	(500 tons steel, 981 ta. re r'd iron.)	(2204 tons steel.)
New ties laid.....	\$19,927 12	\$23,125 38
	(66,233 ties)	(68,047 ties)

The road bed and track are at present in better condition than they have been for some years past. More ballast has been put on the road than usual, and the ditches have been cleaned out and deepened. Steel rails only have been used in renewal of track. Within the year, 2204½ tons, equal to 24 miles, have been laid, making the total length of steel track 107.32 miles. All renewals will, hereafter, be of steel; and it is estimated that 1500 tons will be required for the coming year.

About 68,000 new ties have been put into the track. This was fully up to the requirement, but an equal number will probably be needed the coming year.

A most important improvement has been made in the matter of switch signals. Each switch upon the main line from Boston to Portland has been connected with a semaphore signal, about fourteen feet above the track, which indicates safety or danger with absolute certainty. These signals can in most places be seen for a long distance; and there is ample time in all cases for the engineer of an approaching train to stop his train, if, by accident or design, a switch is misplaced. Thus the liability to accidents from misplaced switches is reduced to a minimum.

The expenditure for bridge repair and renewals in 1875-76 was \$47,719 52; in 1876-77, \$41,005 39; decrease, \$6,714 13.

Included in the expenditure for the year is the cost of the new bridge over the Saco river near North Conway; alluded to in the last report; and also of a new one at Union, on the same division. The former is a combination of wood and iron; the latter is wholly iron; but both are of approved construction, and are substantial and permanent in character.

The pile bridges have received due attention. The one at Boston, in particular, has required considerable repairs and renewals. A moderate annual expenditure will be sufficient to keep this class of property in safe condition, and gradually to improve it; but permanent structures should be substituted, where practicable, for such older ones as have to be renewed.

The expenditure of \$9,090 70 for fences, road crossings and signs is unusually large, owing to neglect of former years. Fourteen miles of fence have been built this year. A much smaller sum will probably be sufficient hereafter for each year's repairs and renewals.

The new freight yard at Peabody gives the much needed accommodations for the large bark business at that station. It also lessens the evil, if it does not wholly do away with it, connected

with the crossings of the public square, which has been complained of by the town. The lot has been graded, and 2,900 feet of new side track has been laid. This will give standing room for seventy-five cars.

The expenditure for buildings, repairs and renewals in 1875-76 was \$35,812 45; in 1876-77, \$48,972 87; increase, \$13,160 42.

The necessity for new and larger coal sheds was forcibly brought to notice by the ice-blockade of the soft coal shipping ports last winter. Had there been facilities for storing up by the first of December a four months' supply of coal, the company would have saved a considerable amount of money expended for extra freight alone.

The new coal sheds have accordingly been built at Prison Point, with a capacity of 7,000 tons—nearly double that of the old sheds; and at Cape Elizabeth, near Portland, a new dock has been dredged, a wharf made, and ground filled for a shed, to be built during the coming year. This will furnish storage for a supply of coal sufficient for four months' consumption.

Two passenger depots—at Marblehead and Belmont—have been burned. They were insured for a part of their value. The depot at Marblehead was burned June 25, in the fire which started in a building near by and destroyed the centre of the town. Work is going on upon the new depot, on the site of the old one; and, by the contract, it is to be finished by the first of January. In some important particulars it will be an improvement upon the one burned.

The depot at Belmont was set on fire July 18, apparently to cover up the robbing of the ticket office the same night, and burned to the foundation. A new one will soon be built on the same site.

The depot at Manchester has been moved away from the crossing and repaired, the platform lengthened and covered by a shed. There are several depots which it would be advisable to replace by new buildings when the financial condition of the company admits of it. All the buildings of the company have been kept in repair, and they are in as good condition at least as they have been for the past few years.

There has been a large reduction in the expenses for repairs of locomotives and cars, which has been effected without neglecting any part of the rolling stock. On the contrary an unusually large amount of work has been done in this department, in spite of reduced outlay. The records of former years are, unfortunately, not sufficiently complete for an accurate comparison of results, but some idea of the work done the past year may be got from the following statement:

Undergone general repairs, 44 engines; tires turned off on 29 engines; new driving-shafts on 2 engines; new tires on 2 engines; rebuilt, 2 engines; building (new), 1 engine; tenders repaired, 3; tank repaired, 1; new boiler, 1; new fire-boxes, 3; fire-boxes stayed, 5.

The passenger, baggage and mail cars have been kept up in good order. Six were entirely destroyed in the Marblehead fire in June. Two new "observation" cars have already been added, and four more passenger cars will be purchased to make good the loss by fire.

From the statement of the car shop it appears that there were:

Passenger cars rebuilt and painted, 5; passenger cars repaired and painted, 4; passenger cars repaired and varnished, 55; total, 64. Baggage cars rebuilt and painted, 2; baggage cars repaired and painted, 7; baggage cars repaired and varnished, 8; total, 12.

Thirty-two new freight cars have been purchased and paid for.

Trains have been run with regularity, punctuality and safety, and no passenger has lost his life from any cause and none has suffered injury from any fault on the part of the company. The property has been well maintained. The gross earnings have increased and the operating expenses decreased. The Directors, therefore, cannot but regard the general result of the year's operations

as exceedingly gratifying; and it strengthens the hope, expressed in the last report, that the road may ultimately be extricated from its embarrassments and a foreclosure of the mortgage be avoided.

The equipment consists of 94 locomotives, 27 snow ploughs, 188 passenger, 37 mail and baggage, 714 eight-wheel and 79 four-wheel box freight, 512 eight-wheel and 262 four-wheel platform, and 32 coal, gravel, etc., cars. The total number of freight, coal, etc., cars, on a basis of eight wheels is 1,426. The number of cars equipped with the Miller Platform and Buffer is 188, and with the Westinghouse brakes, 175.

Number of miles run by passenger trains, 1,069,833; by freight trains, 558,671; by working trains, 56,293—total, 1,704,802.

GENERAL BALANCE SHEET, September 30, 1877.

Construction:	
Grading and masonry	\$1,600,000 00
Bridges.....	700,000 00
Superstructure and iron.....	1,800,000 00
Passenger and freight stations.....	313,000 00
Engine houses, car sheds, and turn tables.....	140,000 00
Shops, machinery and tools.....	200,000 00
Land, land damage and fences.....	2,000,000 00
Engineering and general expenses.....	82,000 00
Interest and discount.....	165,000 00
	\$7,000,000 00

Equipment:	
Locomotive engines (No. 72).....	\$343,000 00
Snow ploughs on wheels (No. 22).....	8,800 00
Passenger, baggage, mail and express cars (No. 173).....	325,500 00
Freight and other cars (No. 1,240).....	244,600 00
	921,900 00

Investments:	
Real estate.....	\$882,850 00
Stocks, etc.....	634,360 00
	1,517,210 00
Materials and supplies on hand.....	219,080 83
Cash and cash funds.....	41,806 08
Due from freight and ticket agents.....	111,468 62
Due from railroads and others.....	185,248 40
Profit and loss.....	10,298,802 40

Total.....	\$20,245,911 37
Capital stock.....	\$4,997,000 00
Funded debt.....	13,476,777 54
Notes payable.....	1,214,270 54
Current bills and pay rolls audited.....	185,826 59
Current traffic balances and accounts payable.....	52,793 58
Accrued interest.....	192,247 44
Accrued rentals of leased roads.....	110,578 68
Unpaid dividends.....	15,817 00

Total.....	\$20,245,911 37
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President.—ALFRED P. ROCKWELL.
Directors.—Alfred P. Rockwell, George S. Morrison, J. L. Ludlam, George P. King, George E. B. Jackson, Greely S. Curtis, Samuel C. Lawrence, Frank Jones, James W. Johnson.

Treasurer.—N. G. CHAPIN.

Clerk.—E. C. PERKINS.

The gross earnings of the Philadelphia and Erie Railroad for the month of November, 1877, were \$353,446 46, the gross expenses \$176,754 48, and the net earnings \$177,691 98. For the eleven months ending November 30, 1877, the net earnings were \$1,022,862 11, against \$1,016,804 42, for the eleven months of 1876, an increase of \$6,057 69.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susquehanna	100	J. & J.	July '77 31	Little Miami	50	quarterly	Dec. '77 2	Vermont and Mass	100	A. & O.	Oct. '77 21
Atlanta and West Point	100	J. & J.	July '77 4	Little Schuylkill	50	quarterly	July '77 3	Ware River	100	J. & J.	July '77 3
Atlantic and Gulf	100	J. & J.	July '77 4	Long Island	50	quarterly	May '77 10	Warren (N. J.)	100	A. & O.	Oct. '77 3
Atlantic and St. Lawrence	100	M. & N.	Nov. '77 3	Louisville, Cin. and Lex.	50	quarterly	July '77 3	Warwick Valley	100	A. & O.	Apr. '77 2
Avon, Genesee & Mt. Morris	100	M. & N.	Jan. '77 5	Louisville & Nashville	100	quarterly	Jan. '77 4	Westchester & Phil.	100	J. & J.	July '77 4
Baltimore and Ohio	100	M. & N.	Nov. '77 3	Louisville, N. Alb. & Ohio	100	quarterly	July '77 11	West Jersey	100	F. & A.	Aug. '77 3
Washington Br.	100	A. & O.	Apr. '77 5	Lowell and Andover	100	quarterly	Dec. '77 3	Winchester & Potomac	100	J. & J.	July '77 3
Berkshire	100	A. & O.	Apr. '77 5	Lowell and Lawrence	100	quarterly	Jan. '77 3	Winchester & Strasburg	100	J. & J.	July '77 3
Blossburg & Corning	50	J. & D.	Dec. '77 2	Lykens Valley	100	F.M.A.N.	Aug. '77 2	Worcester and Nashua	75	J. & J.	July '76 2
Boston and Albany	100	M. & N.	Nov. '77 3	Macon and Western	100	quarterly	July '77 3				
Boa, Cin. & Fitchburg	100	J. & J.	Jan. '77 3	Manchester and Law.	100	M. & N.	Nov. '77 5				
Boston and Lowell	100	J. & J.	Jan. '77 3	Marquette & Cincinnati	100	quarterly	Nov. '77 5				
Boston and Maine	100	M. & N.	Nov. '77 3	Massachusetts	100	M. & S.	Sep. '77 3				
Boston and Providence	100	M. & N.	Nov. '77 3	Memphis & Charleston	25	F. & A.	Sep. '77 3				
Attleborough Branch	100	J. & J.	July '77 3	Michigan Central	100	J. & D.	Jan. '77 3				
Boat, Keweenaw & Lynn	100	quarterly	Dec. '77 2	Mill Creek & Minn.	50	J. & J.	Jan. '77 3				
Buffalo, N. Y. and Erie	100	J. & D.	Dec. '77 3	Missouri Pacific	100	quarterly	July '77 6				
Camden and Amboy	50	quarterly	Jan. '77 2	Mt. Hill & Schuyl. Hav.	50	J. & J.	July '77 3				
Camden and Atlantic	50	quarterly	Oct. '77 2	Morris and Essex	50	J. & J.	Jan. '77 3				
Camden & Burlington	100	J. & J.	July '77 3	Mt. Carbon & Pt. Carbon	50	J. & J.	Jan. '77 3				
Orpe May and Millville	50	J. & D.	Dec. '77 3	Nashua and Lowell	100	M. & N.	Nov. '77 2				
Catawba & Foggelav	50	Novem.	Nov. '77 6	Nashville and Decatur	100	J. & O.	Dec. '77 3				
Catawba	50	M. & N.	Nov. '77 3	Nash, Chat. & St. Louis	100	A. & O.	Apr. '77 1				
Central of Georgia	100	J. & D.	June '77 4	Naugatuck	100	J. & J.	July '77 5				
Central of New Jersey	100	quarterly	Apr. '77 2	Nesquehoning Valley	50	M. & S.	Sep. '77 6				
Central Ohio	50	J. & J.	July '77 1	Newark and N. York	50	J. & J.	Jan. '77 3				
Central Pacific	100	A. & O.	Oct. '77 4	N. Castle & Beaver Val.	50	quarterly	Oct. '77 2				
Chomung	100	quarterly	Jan. '77 1	N. Haven & Northamp.	50	quarterly	Oct. '77 2				
Cheshire, preferred	100	J. & J.	Jan. '77 1	New Jersey	100	quarterly	Jan. '77 2				
Chicago and Alton	100	M. & S.	Sep. '77 3	New London Northern	100	quarterly	Oct. '77 2				
Chicago, Burl. & Quincy	100	M. & S.	Sep. '77 3	N. Y. Cen. & Hudson R.	100	quarterly	Jan. '77 2				
Chicago, Iowa & Nebraska	100	J. & J.	Jan. '77 5	New York and Harlem	100	J. & J.	Jan. '77 2				
Chi. Mil. and St. Paul	100	A. & O.	Dec. '77 3	N. Y. & N. H. & Hartf.	100	quarterly	Nov. '77 2				
Chicago & N. Western	100	J. & D.	Dec. '77 3	N. Y. Prov. & Boston	100	quarterly	Nov. '77 2				
Chicago, R. I. & Pacific	100	A. & O.	Apr. '77 3	N. Y. Bridge & Canaan	100	quarterly	Jan. '77 3				
Chi. Ham. & Dayton	100	A. & O.	Apr. '77 3	North Carolina	100	quarterly	Jan. '77 3				
Chi. Sand. and Cleve.	50	M. & N.	Nov. '77 2	N. Eastern (S. C.)	100	quarterly	Jan. '77 3				
Clev. Col. Cin. & Ind.	100	F. & A.	Feb. '77 3	North Pennsylvania	50	F. & A.	Aug. '77 3				
Cleveland & Mahoning	50	M. & N.	May '77 3	Northern Central	50	A. & O.	Apr. '77 3				
Cleveland & Pittsburgh	50	quarterly	Dec. '77 1	Northern N. Hampsh.	50	J. & D.	Dec. '77 2				
Columbus and Xenia	50	M. & S.	Aug. '77 4	Northern New Jersey	100	J. & J.	July '77 4				
Colum. & Hooking Val.	100	M. & N.	Nov. '77 5	Norwich & Worcester	100	J. & J.	July '77 5				
Concord	100	M. & N.	Nov. '77 5	Ogdensh. & Champl.	100	J. & J.	July '77 6				
Concord and Ports.	100	J. & J.	Jan. '77 3	Ohio and Mississippi	100	quarterly	Mar. '77 3				
Cona. & Passump. Riv. I.	50	F. & A.	Feb. '77 3	Old Colony	100	J. & D.	Mar. '77 3				
Connecticut River	50	J. & J.	Jan. '77 3	Oswego and Syracuse	100	F. & A.	Nov. '77 3				
Cumberland Valley	50	J. & J.	July '77 2	Panama	100	quarterly	Nov. '77 3				
Danbury and New York	50	A. & O.	Oct. '77 4	Paterson and Hudson	100	J. & J.	July '77 4				
Delaware	50	J. & J.	July '77 3	Paterson and Newark	100	J. & J.	July '77 4				
Del. Lackaw. & Westn.	50	quarterly	July '77 3	Paterson and Ramapo	100	J. & J.	July '77 3				
Detroit & Milwaukee	50	J. & D.	Dec. '77 3	Pemb. & Hightstown	50	J. & J.	Jan. '77 3				
Dubuque & Sioux City	100	A. & O.	Oct. '77 2	Pennsylvania	50	quarterly	May '77 1				
East Pennsylvania	50	J. & J.	July '77 3	Peoria & Bureau Val.	100	F. & A.	Aug. '77 4				
East Tenn. V. & G.	100	A. & O.	Apr. '77 3	Philadelphia and Erie	50	J. & J.	July '77 4				
Eastern (Mass.)	100	J. & J.	July '77 3	Phil. Ger. & Norristown	50	M. & S.	Dec. '77 3				
Eastern (N. H.)	100	F. & A.	Aug. '77 2	Philadelphia & Reading	50	J. & J.	Jan. '77 3				
Elmira, Jct. & Canand.	100	M. & N.	Nov. '77 2	Phila. and Trenton	100	quarterly	Jan. '77 3				
Elmira & Williamsport	50	J. & J.	July '77 3	Phila. W. & Balt.	50	J. & J.	Jan. '77 3				
Erie Railway	100	quarterly	Oct. '77 3	Pitts. Ft. W. & Chi.	100	quarterly	Jan. '77 3				
Erie and Pittsburgh	50	J. & J.	Jan. '77 3	Special Imp.	100	quarterly	Jan. '77 3				
Fitchburg	50	J. & J.	Jan. '77 3	Pittsfield & N. Adams	100	J. & J.	July '77 2				
Georgia	100	J. & J.	Jan. '77 3	Portland and Kennebec	100	J. & J.	Jan. '77 3				
Granite Railway	100	J. & J.	Jan. '77 3	Yarmouth certificates	100	A. & O.	Apr. '77 3				
Great Western (Ca.)	100	F. & A.	Aug. '77 3	Portl. Saco & Portsm.	100	J. & J.	Jan. '77 3				
Hannibal & St. Joseph	100	M. & N.	May '77 5	Providence & Worcester	100	J. & J.	Jan. '77 4				
Hanover Branch, (Pa.)	50	J. & J.	July '77 3	Raleigh and Gaston	100	J. & J.	July '77 6				
Harrisburg Extension	50	J. & J.	July '77 3	Rensselaer & Saratoga	100	J. & J.	July '77 4				
Harrisburg & Lancaster	50	quarterly	Oct. '77 2	Roch. & Genesee Val.	100	J. & J.	July '77 5				
Houston, pref.	100	J. & J.	July '77 3	Rome, Watert. and Ogd.	100	J. & J.	July '77 3				
Huntingdon & B'd Twp.	50	J. & J.	July '77 3	Rutland	100	F. & A.	Feb. '77 3				
Indiana Central	100	F. & A.	Sep. '77 2	St. Croix and Penobscot	100	J. & J.	July '77 2				
Indianapolis, Cin. & La.	100	M. & S.	Sep. '77 2	St. L. Alt. & T. Haute.	100	J. & J.	July '77 2				
Iowa Falls & Sioux City	100	quarterly	Dec. '77 1	St. L. I. Mt. & South'n	100	F. & A.	Feb. '77 3				
Iowa Railroad Land Co.	100	quarterly	May '77 1	St. L. Kan. C. & North.	100	quarterly	Nov. '77 2				
Jefferson, Mad. & Ind.	100	quarterly	Nov. '77 1	Schuylkill Valley	50	M. & N.	Nov. '77 2				
Joliet and Chicago	100	quarterly	Apr. '77 1	Seaboard and Roanoke	50	J. & J.	Nov. '77 3				
Joliet & North Indiana	100	J. & J.	July '77 4	Shamokin V. & Pottav.	50	F. & A.	Aug. '77 3				
Lake Shore & Mich. So.	100	F. & A.	Feb. '77 2	Shore Line	50	J. & J.	July '77 4				
Lawrence	50	quarterly	Oct. '77 2	Sioux C. & Pacific pref.	100	A. & O.	Oct. '77 3				
Leeds and Farmington	100	J. & J.	Jan. '77 3	South Branch (N. J.)	100	J. & J.	Jan. '77 3				
Lehigh & Susquehanna	50	M. & N.	May '77 5	South Carolina	100	F. & A.	Feb. '77 2				
Lehigh Valley	50	quarterly	Jan. '77 1	South Western (Ga.)	100	J. & D.	June '77 3				

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1888	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	5*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	115
2d Mortgage.....	2,673,000	8	"	"	1889	....	Loan of 1876.....	2,000,000	6	Jan. & July.	"	1895	108
Receiver's Bonds.....	1,200,000	7	"	"	....	....	Boston, Clinton and Fitchburg:						
Alabama and Georgia:							1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	85
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Equalization).....	300,000	7	"	"	1889	92
Alabama Central:							1st Mortgage (Consolidation).....	252,000	7	"	"	1890	95
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Equipment Mortgage.....	570,000	8	Apr. and Oct.	"	1881	90
Albany and Susquehanna:							Boston, Concord and Montreal:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	111	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
2d Mortgage.....	2,000,000	7	Apr. & Oct.	"	1885	96	Consol. Mortgage for \$2,000,000.	1,241,000	7	Apr. and Oct.	Boston.	1893	100
3d Mortgage.....	434,000	7	May & Nov.	"	1881	90		346,000	6	"	"	1893	....
Albany Loan.....	933,000	6	"	"	1895	....	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	151
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	131
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	108	Mass. L. (sec'd by \$4,000,000 Ber.)	5,000,000	7*	"	Boston.	1899	....
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	9,933,000	7	Apr. & Oct.	Phil. or Lond.	1900	90	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
Funding Income (traffic guar.)	5,408,900	7	"	Pittsburg.	1894	39	Bonds of 1872 for \$1,000,000.....	999,500	7	"	"	1892	107
American Central:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	107
1st Mort., guar. by C., B. & Q.	388,000	7	Jan. & July.	New York.	1878	100	Bonds of 1876.....	161,000	6	Jan. and July.	"	1896	101
Androscoggin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	'93-'94	110
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	101
Ashabula, Youngstown & Pitts.							Boston and Providence:						
1st Mortgage.....	1,500,000	7*	Apr. & Oct.	New York.	1901	....	Bonds to purchase P. W. & B.R.d.	500,000	7	Jan. and July.	Boston.	1893	108
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1905	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	21	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1899	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	90	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Land Gra. t Mortgage (gold).....	3,369,000	7*	Apr. & Oct.	Boston.	1900	81	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Pottawatomie Land Grant.....	468,000	7	May & Nov.	N. Y. or Bos.	1879	....	Buffalo and Erie:						
Consol. Second Mort. (gold).....	3,294,000	7*	Apr. & Oct.	Boston.	1903	12	Mort. bonds (as'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Land Income bonds.....	476,000	12	Jan. & July.	"	....	100	Mort. bonds (" ")	800,000	7	March & Sept.	"	1886	....
Atlanta and Richmond Air Line.							Mort. bonds (" ")	2,550,000	7	Apr. and Oct.	"	1898	100
1st Mortgage (guar. by Georgia).....	4,248,000	8	Jan. & July.	New York.	1900	50	Buffalo and Jamestown:						
Atlantic and Great Western:							Mortgage.....	1,000,000	6*	"	New York.	1902	....
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,879	7*	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds.....	2,380,000	7	June & Dec.	New York.	1916	105
3d Mortgage (gold) Income.....	23,783,000	7*	May & Nov.	"	1902	....	Buffalo, New York & Phila.: ..						
Atlantic and Gulf:							1st Mortgage.....	2,290,000	6*	Jan. & July.	New York.	1896	94
Consolidated 1st Mortgage.....	2,810,200	7	Jan. & July.	New York.	1887	68	2d Mortgage for \$1,000,000.....	231,500	10	"	"	1893	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington, Cedar Rapids & Nor.						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	58
Atlantic and Lake Erie:							1st Mort. (Minn. & St. Louis).....	150,000	7*	Jan. & July.	"	1911	....
1st Mort. (gold) for \$5,000,000.....	....	7*	Jan. & July.	New York.	1901	....	Lansing and Missouri River:						
Atlantic, Miss. and Ohio (428 m.)							Land and R. R. Mortgage.....	4,638,250	7	Apr. & Oct.	N. Y. & Bos.	1893	110
1st Mortgage for \$15,000,000.....	5,470,000	7*	Apr. & Oct.	New York.	1901	....	Stock Bonds pref. 3d lien.....	298,500	8	Jan. & July.	Boston.	1878	....
2d Mort. to State (no int. till '80).	4,000,000	....	"	"	....	....	Stock (common) Bonds.....	289,500	8	Apr. & Oct.	N. Y. & Bos.	1879	100
Atlantic and Pacific:							Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1894	106
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Stock (common) Bonds.....	401,000	8	"	"	1889	....
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	Burlington and Mo. Riv. in Neb.: ..						
1st Mort. (So. Pac. R.R. assumed)	7,188,500	6*	Jan. & July.	"	1888	61	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	104
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	Bonds convertible until 1887...	600,000	8	"	Boston.	1883	104
1st Mort. (Central Div.) L. G.....	794,000	6*	"	"	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Income Bonds (for funding).....	529,800	6*	"	"	1883	....	Cairo and Fulton (Arkansas): ..						
Land Debentures.....	500,000	10	J. A. J. & O.	"	1884	....	1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Atlantic and St. Lawrence:							Cairo and St. Louis (3 ft. gauge): ..						
Sterling bonds (not Mort.) of 1863.	484,000	6*	May & Nov.	London.	1878	....	1st Mortgage.....	2,500,000	7	Apr. & Oct.	New York.	1901	....
2d Mortgage (sterling) of 1864.....	1,500,000	6*	Apr. & Oct.	"	1884	....	Cairo and Vincennes.....						
2d Mortgage (sterling) of 1871.....	718,000	6*	May & Nov.	"	1891	....	1st Mortgage, gold.....	3,500,000	7*	Apr. & Oct.	N. Y. & Lond.	1909	....
Portland City Bonds, 1st M., a. f.	787,000	6	"	Portland.	1880	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage.....	100,000	7	"	"	1884	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,000,000	6*	Jan. & July.	"	1891	....
Loan of 1860-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	105	Camden and Amboy:						
Loan of 1863-'85.....	1,710,000	6	Apr. & Oct.	"	1885	105	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1865-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	101
Loan of 1870-'95 (etc.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	108
Loan of 1872-1902 (etc.) S. F.	9,029,852	6*	"	"	1902	....	Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1889	....
Loan of 1874-1910 (etc.) S. F.	9,464,500	6*	May & Nov.	"	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1892	113
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	500,000	7	Apr. & Oct.	"	1879	98
1st Mortgage (R. R.) gold guar.....	3,000,000	6*	Apr. & Oct.	"	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	101
1st Mortgage (Bangor loan).....	600,000	6	Apr. & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mort. (skg fd) for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	61
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oedar Rapids & Mo. Riv. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000 p.m.	678,000	7	Feb. & Aug.	New York.	1891	101	2d Mort. (now 1st) guar. C. & N.W.	568,200	7	Jan. & July.	Boston.	1890	102
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" "	" "	1894	101	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$10,000 p. m.	2,400,000	7	May & Nov.	" "	1916	101	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,000,000	6	May & Nov.	New York.	1895	49	1st Mort. 2d series (")	2,000,000	7	" "	" "	1900	....
2d Mortgage Governm't steady.	1,000,000	6	Jan. & July.	" "	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	" "	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	" "	1891	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	" "	" "	1906	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1890	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	105
1st Mortgage, gold, \$15,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	32	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	" "	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1899	....
Central of L. I. (Flush. N.C. & C.):							1st Mortgage.....	5,500,000	8	Jan. & July.	" "	1890	75
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1899	....	1st Mortgage.....	1,350,000	8	May & Nov.	" "	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" "	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	60	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	113	1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	107
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	104
Loan of L. C. & N. W. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer)	2,500	8	May & Nov.	" "	1874	....
Consol. Mort. for \$25,000,000....	16,000,000	7	" "	New York.	1899	86	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" "	1897	95
Central Ohio (B. and O.):							1st Mort. (Minnesota Central)	190,000	7	" "	" "	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	99	1st Mort. (St. Paul Division.)	4,000,000	7	" "	" "	1902	100
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	748,000	7	" "	" "	1899	91
1st Mort. 30 years bonds, (gold)	25,833,000	6	Jan. & July.	New York.	1895-98	107	2d Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	120
Convertible 20 years bonds, gold	1,483,000	7	" "	" "	1883	103	1st Mort. (")	1,315,000	7.3	" "	" "	1898	108
State Aid B'ds (Int. by State) gold	1,500,000	7	" "	Sacramento.	1884	108	1st Mort. (Hast. and Dak. Div.)	234,000	7	Jan. & July.	" "	1902	90
2d Mort. (Governm't Subsidy)	27,855,830	6	" "	U.S. Treasury.	1895-99	....	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
1st Mort. (Western Pacific) gold	2,725,000	6	" "	New York.	1899	102	2d Mortgage.....	675,000	7	April & Oct.	" "	1884	93
1st Mort. (Calif. & Oregon) gold	8,000,000	6	" "	" "	1892-92	87	Equipment and Bridge Bonds...	219,000	10	June & Dec.	" "	1888	....
1st Mort. (S. Fr. Okld. & Ala.)...	500,000	8	" "	" "	1890	....	Consol. Mort. for \$35,000,000....	5,710,000	7	Jan. & July.	" "	1906	91
1st Mort. (San Joaquin V.D.) gold	6,030,000	6	April & Oct.	" "	1900	86	Chicago and Northwestern:						
Land Bonds (Cen. Pac. Co.) gold	9,276,000	6	" "	" "	1890	93	Preferred sinking fund (193 m.)	1,255,500	7	Feb. & Aug.	New York.	1885	109
Central Vermont:							General 1st Mortgage (193 m.)	3,559,400	7	" "	" "	1886	108
1st Mort. Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	12	Funded coupons (193 m.).....	729,900	7	May & Nov.	" "	1883	100
2d Mort. Consol. (")	1,500,000	7	June & Dec.	" "	1891	2	Appleton Ext. (23 m. & 76,000 ac.)	139,000	7	Feb. & Aug.	" "	1885	106
1st Mort. (Stan., Shuff. and Ch.)	500,000	7	Jan. & July.	" "	1887	25	Green Bay Ext. (26m & 76,000 a.)	251,000	7	" "	" "	1885	106
Income and Extension Bonds...	1,008,600	8	May & Nov.	" "	1902	37	1st Mort. (Gal. & Chi. U.) 248 m.	1,091,000	7	" "	" "	1892	....
Equipment Mort. (Vt. Central).	1,000,000	8	" "	" "	1889	40	Elgin and State Line.....	19,500	6	Jan. & July.	" "	1878	....
Equipment Mort. (")	1,000,000	8	" "	" "	1889	40	Mississippi River Bridge.....	181,000	7	" "	" "	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" "	1891	40	1st Mortgage (Peninsula).....	285,000	7	March & Sept.	" "	1898	103
Mississippi R.R. (")	500,000	7	" "	" "	1891	....	Consol. sfg fund (C. & N.W. R'y)	4,455,000	7	F. M. A. & N.	" "	1916	108
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	....	General Consol. Gold Bonds...	11,348,000	7	June & Dec.	" "	1902	92
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	" "	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	" "	1911	....
Funded Interest on 1st Mort.....	187,400	7	" "	" "	1889	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	" "	1896	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	271,000	7	" "	" "	1888	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1896	76	Chicago and Paducah (C. B. & Q.):						
Charters:							1st Mortgage \$25,000 p. m. gold...	2,304,000	7	Jan. & July.	Boston.	1903	....
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chl., Pekin & Southw. (C.B. & Q.)						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1899.	76,000	7	Jan. & July.	" "	1888	....	1st Mortgage sfg fund.....	5,000,000	7	Jan. & July.	New York.	1896	108
Cherry Valley, Sharon and Alb.							Branch Bonds Sinking Fund....	1,000,000	6	Feb. & Aug.	" "	1895	107
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	New Mort. bonds for \$12,500,000	4,000,000	6	Jan. & July.	" "	1917	109
Chesapeake and Ohio:							Chl. & Southw. (C. B. & Q.)						
1st M. (gold) sfg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	25	1st Mort. gold, tax free, guar....	5,000,000	7	May & Nov.	New York.	1899	....
1st Mort. Extension (con. or reg)	5,428,900	7	Jan. & July.	" "	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	" "	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	Chicago and Superior:						
2d Mort. (") coupon.....	902,000	6	" "	" "	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
Income (") coupon.....	305,000	8	" "	" "	1876	....	Chillicothe and Brunswick:						
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....	1st Mort. guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Chester:							Cincinnati, and Baltimore:						
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	177-96	97	1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	93
Chester Creek (Phil. & Balt. Cent.):							1st Mortgage of 1863.....	1,243,000	7	May & Nov.	New York.	1880	....
1st Mort. guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	2d Mortgage of 1865.....	496,000	7	Jan. & July.	" "	1886	....
Chester and Tamarac:							Consol. B. F. M. for \$3,000,000..	996,000	7	April & Oct.	" "	1905	....
1st Mortgage.....	660,000	7	May & Nov.	New York.	1901	....	Cincinnati, Ham. & Ind. (C. H. & D.):						
Chicago and Alton:							1st Mort. guar. for \$2,500,000....	1,848,000	7	Jan. and July.	New York.	1903	103
1st Mortgage, pref. sinking fund.	25,000	7	May & Nov.	New York.	1877	....	Cincinnati, Lafayette and Chi.:						
2d Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	114	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
3d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	105	Consolidated Mortgage.....	471,000	7	June & Dec.	" "	1914	....
Consol. Bonds (\$200 stg. each).	4,379,850	6	Jan. & July.	London.	1903	....	Cincinnati and Martinsville:						
1st Mort. (St. L. & C.) assumed	544,000	7	April & Oct.	New York.	1894	104	1st Mort. guar. by I. C. & L. F.	400,000	7	Feb. & Aug.	New York.	1906	....
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	Cincinnati & Muskingum Valley:						
1st Mort. (Louisiana and Mo.)...	4,300,000	7	Feb. & Aug.	" "	1900	....	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Burlington and Quincy:							Cincinnati, Richmond & Chicago:						
Trust Mortgage sfg fund.....	2,570,000	8	Jan. & July.	New York.	1883	116	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	New York.	1896	....
Trust Mortgage sfg fund conv.	150,000	8	" "	" "	1883	....	2d Mortgage.....	65,000	7	" "	" "	1889	....
Trust Mortgage (Burl. to Peoria)	667,000	7	April & Oct.	" "	1890	....	Cinc., Rich. & Ft. Wayne (G.R. & L.):						
Loan of 1872.....	1,918,478	7	Jan. & July.	Boston.	1896	109	1st Mortgage gold, guar.....	1,800,000	7	June & Dec.	New York.	1921	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$	7					Detroit & Bay City (Mich. Cent.):	\$	8				
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	108	1st Mort. (\$424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	70
4th (now 3d) Mortgage guar.	1,000,000	6	"	"	1892	108	Detroit, Bel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1900	110	1st Mortgage for \$22,000 p.m.	1,061,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							2d Mortgage	500,000	7	May and Nov.	"	1898	....
Regist'd b'ds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1890	105	Detroit, Hillsdale and Indiana:						
3d Mortgage	1,000,000	7	April & Oct.	"	1892	108 1/2	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	"	1881	....
1st Mort., a.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	112 1/2	Detroit, Lansing and Northern:						
2d Mortgage	849,000	7	April & Oct.	"	1886	106 1/2	1st Mortgage	1,597,000	7	Jan. & July.	Boston.	1890	73
Celebrookdale:							1st Mort. (Ionia and Lansing)	770,000	8	"	New York.	1889	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	50	2d Mort. ("")	81,000	8	May & Nov.	"	1890	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage	225,000	8 1/2	June & Dec.	Boston.	1890	....	1st Mortgage, (D. & M.R.)	2,500,000	7	May & Nov.	New York.	1876	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage	1,000,000	8	"	"	1876	....
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	34	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
2d Mortgage skg fund.	5,582,400	7	Feb. & Aug.	"	1909	10	2d Funded Coup.	375,734	7	May & Nov.	"	1875	....
Income convertible	3,893,000	7	"	"	1890	....	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1890	98-105	2d Mort. ("")	100,000	7	Jan. & July.	"	1878	....
2d Mort. ("")	344,400	7	Jan. & July.	"	1890	....	3d Mort. ("")	250,000	8	Feb. & Aug.	"	1886	....
1st Mort. (Cln. and Chl. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	Bonds of Sept. 1, 1886	110,000	7	March & Sept.	"	1880	....
1st M., a.f. ("")	39,650	7	May & Nov.	"	1895	....	Bonds of June 30, 1886	1,702,517	6 1/2	Jan. & July.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort. ("")	821,000	10	May & Nov.	"	1904	....	1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1908	107 1/2
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central)	666,500	7	"	"	1882	....	1st Mort. guar. by C., B. and Q.	568,500	8	Jan. & July.	New York.	1889	101
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	Dubuque and Sioux City:						
Income	74,024	7	"	"	1905	....	1st Mortgage 1st div.	298,000	7	Jan. & July.	New York.	1883	105
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1906	....	1st Mortgage 2d division	580,000	7	"	"	1894	106
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cln., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage	450,000	7	April & Oct.	New York.	1888	....
Columbus and Hocking Valley:							1st Mortgage, preferred	78,500	7	Jan. & July.	"	1888	....
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold)	1,200,000	7 1/2	June & Dec.	New York.	1900	....
General Mortgage	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1888	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000	1,186,500	7	April & Oct.	Boston.	1893	102	East Brandywine & Waynesboro:						
Coupon Notes	123,000	7	June & Dec.	"	1881	100 1/2	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1886	....
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	"	1889	83 1/2	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	104
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	97
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage	190,000	4	"	"	1887-87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage tax free	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1870-78	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4	103	Company Bonds ("new")	135,400	6	"	"	1878	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Cowanesque Valley:							Loan of 1867	.....	7	"	"	1887	....
1st Mortgage, gold	95,000	7 1/2	Jan. & July.	New York.	1902	....	Loan of 1868	.....	6	"	"	1880-89	....
2d Mortgage	160,000	7	May & Nov.	"	1882	....	Loan of 1869	.....	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes	.....	7	"	"	1892	....
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes	.....	7	"	"	1884	83-84
2d Mortgage, sinking fund	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds	.....	7	May & Nov.	London.	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds	3,049,200	6 1/2	March & Sept.	London.	1893	....
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indebt. Sept. 1, 1878	12,845,000	3 1/2	"	Boston.	1908	51 1/2
2d Mortgage	109,500	8	"	"	1908	....	Eastern Shore (Md.):						
Plain bonds	81,800	6	"	"	1884	....	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage	200,000	6	April & Oct.	"	1886	....
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870	200,000	7	"	"	1880	....	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872	200,000	7	"	"	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1890	105
2d Mortgage	300,000	7	"	"	1885	....	Income Mortgage guaranteed	570,000	6	April & Oct.	"	1882	57
Danv., Urb., Bloom'gton & Pekin:							Erie Railway:						
1st Mortgage	2,000,000	7 1/2	April & Oct.	New York.	1900	....	1st Mortgage, extended	2,438,000	7	May & Nov.	New York.	1897	112
Davenport and St. Paul:							2d Mortgage	2,174,000	7	March & Sept.	"	1879	105 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	3d Mortgage	4,852,000	7	"	"	1883	100 1/2
Dayton and Michigan (O.H. & D.):							4th Mortgage convertible	2,857,000	7	April & Oct.	"	1880	103 1/2
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	5th Mortgage convertible	708,500	7	June and Dec.	"	1885	104 1/2
2d Mortgage, guar.	426,000	7	March & Sept.	"	1884	....	Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	"	1891	....
3d Mortgage, guar.	361,000	7	April & Oct.	"	1888	....	Stirling loan (£1,900,000) conv.	4,437,714	6 1/2	March & Sept.	London.	1875	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	1886-94	....	1st Consol. Mort. for \$20,000,000	12,076,000	7 1/2	"	N.Y. & London.	1920	....
Dayton and Union:							2d Consol. Mort. for \$40,000,000	14,400,000	7 1/2	June and Dec.	London.	1894	....
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....	Convertible bonds	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....	Erie and Pittsburg (Penn.):						
Income Bonds	252,446	6	"	"	1879	....	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
Dayton and Western (L. M. R.R.):							2d Mortgage	92,800	7	April & Oct.	"	1880	....
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	....	Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1898	....
1st Mortgage ("")	498,000	6 1/2	Jan. & July.	"	1906	....	Equipment Mortgage	760,000	7	April & Oct.	"	1890	....
Decatur, Sullivan and Mattoon:							European & N. American (Me.):						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....	Bangor City Bonds (1st m. 45 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	....
Delaware and Bound Brook:							1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6 1/2	March & Sept.	"	1899	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7	April & Oct.	Philadelphia	1890	104
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1895	102
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,353,000	7	April & Oct.	"	1895	35
2d Mort. (Central of L. I.).....	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Cent. R. B. Exten.)....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	...
1st Mort. (North Shore).....	200,000	7	May and Nov.	"	1903	....	General Mortgage for \$15,000,000	2,500,000	6	"	London.	1895	...
1st Mort. (Whitestone & W.)....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund...	4,998,000	5	"	"	1903	...
1st Mort. (N. Y. & Flushing)....	93,000	7	Jan. & July.	"	1893	....	Illinois Grand Trunk (C.B. & Q.)						
1st Mort. (Johnston & Gloversville)	25,000	7	Mar. & Sept.	"	1880	....	1st Mortgage guaranteed.....	900,000	8	April & Oct.	Boston.	1890	109
Fonda, Johnston & Gloversville:							Indiana and Illinois Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage gold.....	3,500,000	7	Jan. & July.	New York.	1901	...
Fort Wayne, Jackson & Saginaw:							Indiana North and South:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	42	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7	March & Sept.	New York.	1903	...
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indianapolis, Bloomington & West:						
Fort Wayne, Muncie & Cin.:							1st Mortgage gold.....	5,000,000	7	April & Oct.	New York.	1909	17
1st Mortgage.....	1,800,000	7	April & Oct.	Boston.	1899	....	1st Mortgage Extension gold...	5,500,000	7	Jan. & July.	"	1912	...
2d Mortgage.....	500,000	8	"	"	1899	....	2d Mortgage.....	1,500,000	8	"	"	1890	2
Framingham and Lowell:							Indianapolis and Madison:						
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	90	1st Mort. assumed by J.M. & I.	397,000	7	May & Nov.	New York.	1881	...
2d Mortgage.....	100,000	8	"	"	1888	89	Indianapolis & Vincennes:						
Frederick and Pennsylvania Line:							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	...
1st Mortgage gold.....	150,000	6	April & Oct.	Baltimore.	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	...
Fremont, Elk Horn & Mo. (S.C. & P.):							International and Gt. Northern:						
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7	April & Oct.	New York.	1911	75
Galena & Chic. Union (C. & N.W.):							Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	...
1st Mortgage.....	1,092,000	7	Feb. & Aug.	New York.	1882	107	1st Mortgage (Hous. & Gt. N.R.R.)	4,211,000	7	Jan. & July.	"	1900	74
Galv., Harrisburg & San Antonio:							Convert. B'ds.....	1,977,000	8	Feb. & Aug.	"	1892	...
1st Mortgage.....	1,700,000	6	Feb. & Aug.	Lond. or Bos.	1910	....	Indianapolis, Cin. and Lafayette:						
Galveston, Houston & Henderson:							1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	...
1st Mortgage.....	1,493,000	7	Jan. & July.	New York.	1890	82	1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	...
Geneva, Ithaca and Athens:							Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-'83	...
1st Mortgage, skg. fd., guar.....	600,000	7	Jan. and July.	New York.	1890	....	Equipment Bonds, registered...	375,000	10	"	"	1885	86
Georgia (and Banking):							1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	...
Company bonds (debentures)...	630,000	7	Jan. & July.	Augusta	78-'90	....	1st Mort. (Cin. & Indiana)...	499,000	7	June & Dec.	"	1892	...
Ullman, Clinton & Springfield:							2d Mort. (" " ") guar.	1,497,000	7	Jan. & July.	"	77-'82	...
1st Mortgage gold.....	2,000,000	7	March & Sept.	N.Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold.....	1,000,000	8	Jan. & July.	"	1892	....	1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1919	...
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	...
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,500,000	7	April & Oct.	"	1919	...
Grand Rapids & Indiana:							2d Mortgage.....	1,000,000	7	"	"	1900	...
1st Mortgage L. G. guar. gold...	4,000,000	7	Jan. & July.	New York.	1899	85	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81
1st Mort. L. G. not guar. gold...	3,224,000	7	April & Oct.	"	1899	....	Ionla and Lansing (D., L. & L.M.):						
Grand River Valley (Mieh. C.):							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	...
1st Mort., assumed by Lessees...	1,000,000	8	Jan. & July.	New York.	1886	94	2d Mortgage.....	81,000	8	May & Nov.	"	1886	...
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City.						
Grand Trunk (Ca.):							1st Mortgage.....	2,060,000	7	April & Oct.	New York.	1917	55
Equipment Bonds \$500,000.....	2,500,000	6	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equip'm't Bonds No. 2 \$500,000	2,500,000	6	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	94
Postal & Military b'ds \$1,200,000	6,000,000	6	Feb. & Aug.	"	Perp.	....	Irontront (Penna.):						
1st Preference Bonds \$3,218,149	16,090,745	6	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1876	...
2d Preference Bonds \$2,327,808	11,639,040	4	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$7,168,910	35,819,550	4	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7	Jan. & July.	New York.	1890	102
Provincial Debent'rs \$3,111,500	15,557,500	...		Ottawa.	....	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1886	90
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	687,000	8	May & Nov.	"	1890	...
Mortgage Bonds \$547,000.....	2,735,000	5	April & Oct.	"	77-'78	....	2d Mortgage guar.....	142,000	8	March & Sept.	"	1878	...
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	2,001,000	8	"	"	1891	67
Debenture Bonds \$1,743,160...	8,715,900	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1859:							1st Mortgage.....	610,000	7	Jan. & July.	New York.	1902	...
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	93	Jacksonville, Pensac. and Mobile:						
2d Mort. " " " " " " " "	2,500,000	7	May & Nov.	"	1893	98	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	...
Green Bay and Minnesota:							2d Mortgage.....	3,000,000	8	"	"	1899	...
1st Mortgage.....	2,400,000	7	Feb. & Aug.	"	1900	....	James'n & Frank. (L.S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	483,000	7	Jan. & July.	New York.	1897	...
1st Mortgage guar. by S. Car....	1,425,548	7	Jan. & July.	Columbia.	81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	...
1st Mortgage not guaranteed.....	376,766	7	"	"	81-'86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	83
1st Mortgage.....	185,000	7	May & Nov.	New York.	1880	....	2d Mort. (" " ").....	84,000	7	"	"	1889	...
Gulf Western Texas and Pacific:							1st Mort. (Carbondale Section)..	2,000,000	7	"	"	1889	...
1st Mortgage (Construction)....	1,386,000	7	Jan. & July.	"	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T.W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	...
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	83	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	...
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind & Mad. guar.	397,000	7	May & Nov.	"	1881	...
Hannibal & Cent. Mo. (T.W. & W)							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	85	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1912	...
2d Mortgage.....	250,000	7	"	"	1892	76	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	...
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-'94	104	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan.....	1,500,000	6	"	"	87-'88	100	Juncton, Philadelphia:						
Fifteen years' bonds (277 m.)...	4,000,640	8	March & Sept.	"	1885	86	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	105
1st Mort. (Q. & Palm.R.R. 15 m.)	600,050	8	Feb. & Aug.	"	1892	...	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
1st Mort. (K. City & Cam.R.R.55m)	1,200,320	8	Jan. & July.	"	1886	...	Junction and Breakwater:						
General Land Mortgage (277 m.)	...	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	...
Harlem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	...	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
Harrisburg & Lancaster:							Kalamazoo and Schoolcraft:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	105	1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	...
Hartford, Providence and Fishkill:							Kalamazoo, & S Haven (M. Cen.):						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	...	1st Mortgage guar. by lessees...	640,000	8	May & Nov.	New York.	1889	...
1st Mort. (Conn. 96.54 m.) skg f.d.	1,674,500	7	"	Hartford.	1876	...	2d Mortgage.....	70,000	8	"	"	1889	...
Holly, Wayne & Monroe (F. & P.M):							Kalamazoo & White Pigeon:						
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	...	1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	98
Holyoke and Westfield:							Kansas City and Cameron:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	...	1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	100
Housatonic:							Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage.....	100,000	7	Feb. & Aug.	New York	1885	...	1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bos.	1880	...
2d Mortgage of 1885.....	300,000	8	April & Oct.	Brpt. & Bos.	1889	...	2d Mort. (" " ").....	150,000	10	"	"	1878	...
Equipment Bonds.....	150,000	7	.....	Bridgeport.	1883	...	1st Mort. (St. Jo. & CB. 78 m. con.)	1,400,000	10	March & Sept.	"	1902	...
Houston and Texas Central:							1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1888	...
1st Mortgage L.G. skg fund, gold.	7,479,000	7	Jan. & July.	New York.	1881	...	1st Mort. (" " ").....	1,000,000	7	"	"	1893	...
1st Mortgage (Western Div.)...	2,500,000	7	"	"	1903	...	Consolidated Mort. (280m. conv.)	887,000	...	March & Sept.	"	1890	...
Consolidated Mortgage.....	2,700,000	8	April & Oct.	"	1912	...	New Consol. Mort. for \$5,000,000	947,000	8	Feb. & Aug.	Boston.	...	...
Madison River (N.Y. Con. & H. R.):							Kansas City & Santa Fe (L.L. & G)						
1st Mortgage sinking fund.....	1,794,000	7	June & Dec.	New York.	1885	113	1st Mortgage for \$2,000,000...	720,000	10	May & Nov.	Boston.	1890	...

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	...	Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	...
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	64	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	...
1st M. (3d Div. 244.66 m. & 3,000,000 a.)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	...	2d Mortgage for \$1,000,000....	878,000	8	April & Oct.	"	1900	...
1st Mort. (1,000,000 acres) gold....	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76	...	Louisville Loan....	100,000	6	Jan. & July.	"	1881	...
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1890	...	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	'73-'78	...
2d Mort. (") gold....	1,500,000	7*	March & Sept.	N. Y. & St. Lo.	1896	...	1st Mort. (Louis. Cin. and Lex.)	21,000	8	April & Oct.	"	1902	...
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	U. S. Treas.	1896	...	Louisville (Shelby R. E.)....	85,500	8	June & Dec.	"	1891	...
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	"	1916	...	Louisville and Nashville:						
3d Mortgage (Income)....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	...	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1893	...
Kent County (Del.)							Mort. main office lot & building	80,000	7	"	Louisville.	1893	...
1st Mortgage for \$600,000....	400,000	6	Jan. & July.	Philadelphia.	1890	...	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	'90-'95	...
Kentucky Central:							1st Mort. (Memphis and Ohio)....	3,500,000	7	June & Dec.	New York.	1901	...
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	...	1st Mort. (Memph. & Clarksv. Br.)	2,369,710	6*	Feb. & Aug.	"	1902	...
3d Mortgage....	237,000	7	June & Dec.	"	1885	...	Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1898	100
Keokuk and Des Moines:							Louisville Loan....	849,000	6	"	"	'86-'87	...
1st Mortgage....	1,947,000	7	April & Oct.	New York.	1904	...	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1896	...
Funded Interest....	254,300	8	"	"	1884	...	Louisv. Loan (Leb. Br. Exten.)	323,000	6	April & Oct.	Louisville.	1896	99
Keokuk and St. Paul (C.B. & Q.):							Louisv. N. A. & St. Lo. Air-Line:						
1st Mortgage traffic guar....	318,000	8	April & Oct.	Boston.	1879	101	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	...
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	...	1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	...
Laf. Blooming & Miss. (T.W. & W.):							1st Mortgage not endorsed....	100,000	7	"	"	1887	...
1st Mortgage gold guar....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	...
Laf. Munroe & Bloom. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga....	1,900,000	7	Jan. & July.	New York.	1887	...
Lake Erie and Louisville:							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	...
1st Mortgage....	1,092,000	7	April & Oct.	New York.	1892	...	2d Mortgage....	1,100,000	7	April & Oct.	"	1889	...
2d Mortgage....	590,000	7	Jan. & July.	"	1903	...	Equipment Mortgage....	150,000	7	"	"	1879	...
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	...	1st Mort. guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	...
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage....	1,146,000	7	April & Oct.	New York.	1879	...	Consolidated Mortgage....	1,630,500	6	April & Oct.	Boston.	1912	95
Consol. Mort., S. F. Reg'd P'd....	6,680,000	7	J. A. J. & O.	"	1900	110	\$1,100,000 Loan, tax free....	756,980	6	Jan. & July.	"	1893	91
Consol. Mort., S. F. Coupon....	9,105,000	7	Jan. & July.	"	1903	112	Extension (gold) Loan....	496,500	8	April & Oct.	"	1900	...
2d Consol. Mort. for \$25,000,000.	3,395,000	7	June & Dec.	"	1903	97	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bos.	1890	...
Bonds of 1892 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	...	\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	58
Lake Shore Dividend Bonds....	1,000,000	7	Jan. & July.	"	1880	108	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	...
Reg. Mort. (Clev. Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	...	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	83
2d Mort. (") " " " " " "	1,000,000	7	April & Oct.	"	1892	...	2d Mort. (Somerset & Kennebec)	200,000	6	June & Dec.	"	1878	...
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	...	1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	...
2d Mort. (") " " " " " "	2,682,800	7	"	"	1877	...	Bath (Androscoggin) Loan....	425,000	8	"	"	1891	...
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1886	...	Mansfield & Framing. (B.C. & F.):						
2d Mort. (") " " " " " "	819,000	7	April & Oct.	"	1885	...	1st Mortgage, guaranteed....	300,000	7	Jan. & July.	Boston.	1889	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1886	...	Marietta and Cincinnati:						
Mort. Bonds (") " " " " " "	300,000	7	March & Sept.	"	1886	...	1st Mortgage, Sterling....	1,050,000	7*	Feb. & Aug.	London.	1891	...
Mort. Bonds (") " " " " " "	2,850,000	7	April & Oct.	"	1898	...	1st Mortgage Dollar....	2,450,000	7	"	Baltimore.	1891	93
1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	...	2d Mortgage Dollar....	2,500,000	7	May & Nov.	"	1895	43
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	...	3d Mortgage Dollar....	3,000,000	8	Jan. & July.	"	1900	19
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	...	4th Mortgage....	2,004,000	8	April & Oct.	"	1908	...
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	...	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	...
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1885	...	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	433,000	7	"	"	var	...	1st Mortgage gold....	1,500,000	7*	Feb. & Aug.	New York.	1895	...
2d M. (") " " " " " "	500,000	7	June & Dec.	"	1894	...	Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscawawas Valley:							1st Mortgage (Marq. & Ont.)..	1,780,000	8	Jun. & Dec.	New York.	1892	89
1st Mortgage gold....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	...	1st Mort. (Houghton and Ont.)..	2,000,000	8	Jan. & July.	"	1892	...
2d Mortgage, for \$1,000,000....	696,000	7	"	"	1892	...	Consolidated Mortgage....	1,454,000	8-10	Various.	"	'92-'93	...
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	...	Massachusetts Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed....	400,000	6*	Jan. & July.	Boston.	1889	90
1st Mort. akg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	...	1st Mortgage....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds....	3,300,000	10	"	"	1902	...	2d Mortgage....	150,000	6	June & Dec.	"	1889	...
Lawrence (P. Ft. W. & Chl.):							Massillon & Clev. (C.M.V. & D.)						
1st Mortgage, guaranteed....	335,000	7	Feb. & Aug.	New York.	1896	...	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	...
Leavenworth, Atch. & N. West'n:							Maysville and Lexington:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	...	1st Mortgage....	500,000	7*	Jan. & July.	New York.	1890	...
Leavenworth, Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. akg fund conv., gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	24	1st Mortgage, Convertible....	1,233,000	7	March & Sept.	New York.	1880	87
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	...	2d Mortgage....	1,000,000	7	Jan. & July.	"	1886	...
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	...	Tennessee State Loan....	1,514,142	6	"	"	'73-'78	...
Lehigh and Lackawanna:							Income Bonds....	600,000	10	March & Sept.	"	"	...
1st Mortgage tax free....	300,000	7	Feb. & Aug.	Philadelphia.	1897	...	Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	...
1st Mortgage (new loan)....	5,000,000	6	June & Dec.	Philadelphia.	1898	108	2d Mortgage....	1,000,000	8	"	"	...	...
1st Mortgage (") reg....	6,000,000	7	March & Sept.	"	1910	114	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$6,000,000....	6,000,000	6*	June & Dec.	"	1923	95	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	...
General Mort. for \$40,000,000.	5,000,000	6*	"	"	1923	95	Michigan Central:						
General Mort., registered....	5,000,000	6*	"	"	1923	95	1st Mortgage, convertible....	556,000	8	April & Oct.	Boston.	1885	...
Lewisb. Centre & Spruce C. (P. & E.):							1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	110
1st Mortgage....	1,545,000	7	May & Nov.	Philadelphia.	1902	...	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	105
Lexington & St. Louis (A. & P.):							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	94
1st Mortgage gold....	900,000	6*	June & Dec.	New York.	1899	...	Equipment Bonds for \$800,000..	85					

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Interest Payable.								Interest Payable.								
Description of Bonds.		Amount.	Rate.	When.	Where.	Due.	Price.	Description of Bonds.		Amount.	Rate.	When.	Where.	Due.	Price.	
Minneapolis & St. L. (B. O. R. & N.Y.)	1st Mortgage gold, guaranteed.	150,000	7	Jan. & July.	New York.	1911	....	N.O. Jack & Gt. N. (N.O. St. L. & C.)	3,000,000	8	Jan. & July.	New York.	1885	....	....
Minnesota and North Western:	1st Mort. gold, sfg id & tax free	20,000pm	7	Jan. & July.	Detroit.	1890	....	1st Mortgage	1,500,000	8	April & Oct.	"	"	1890	....
Mississippi Cent. (N.O. St. L. & Atl. Chl.)	1st Mortgage	1,012,500	7	May & Nov.	New York.	74-'84	....	2d Mortgage for \$3,000,000	3,000,000	7	Jan. & July.	"	"	1912	....
2d Mortgage	2,000,000	8	Feb. & Aug.	"	"	1886	....	Consol. Mort. for \$3,000,000	3,000,000	7	Jan. & July.	"	"	1912	....
General Mort. for \$5,000,000 gold	3,708,500	7	May & Nov.	"	"	1912	....	New Orleans, Mobile and Texas:	4,000,000	7	Jan. & July.	N.Y. & Lond.	1915	....	....
Mississippi, Ouachita & Red Riv.	1st Mortgage gold.	2,040,000	7	Jan. & July.	.....	1900	....	1st Mort. (Mobile to N. Orleans)	7,250,000	8	"	"	"	1915	....
Mississippi and Tennessee:	Consolidated Mortgage	1,354,000	8	Jan. & July.	Memphis.	81-'93	....	1st Mort. (N. Orleans to Texas)	2,825,000	8	"	"	"	1915	....
Tennessee State Loan.	430,847	.....	.....	"	"	.....	....	2d Mort. endorsed by Louisiana	.....	.....	.....	.....	.....	.....	.....
Mississippi Valley and Western:	1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	New York, Boston and Montreal:	6,617,500	7	Feb. & Aug.	N.Y. or Lond.	1903	....	....
Missouri, Iowa and Nebraska:	1st Mortgage gold, sinking fund.	2,000,000	7	June & Dec.	.....	1910	....	1st Mortgage for \$12,250,000	4,000,000	6	May & Nov.	London.	1904	....	....
Missouri, Kansas and Texas:	1st Mort. (U. Pac. S. Br.) sfg fund	3,220,000	6	Jan. & July.	New York.	1899	....	New York Central & Hudson R.	6,632,900	6	May & Nov.	New York.	1883	105	....
1st Mort. (Tebp & Neosho) S.F.	362,000	7	June & Dec.	"	"	1903	....	Debt Certificates (N. Y. Cent.)	74,500	6	May & Nov.	"	"	1883	102
Consol. Land Grant, sfg id gold	10,418,000	7	Feb. & Aug.	"	"	1904	49	Bonds for R.R. Stocks	562,000	6	"	"	"	1883	104	
Additional Consol. Mort.	2,600,000	7	"	"	"	1905	....	Bonds for Real Estate	162,000	6	"	"	"	1887	104
Further Add. Consol. Mort.	600,000	7	"	"	"	1906	....	Bonds of 1864 renewed	2,391,000	6	June & Dec.	"	"	1885	113
Missouri River, Ft. Scott & Gulf:	1st Mortgage, Land Grant, S. F.	6,000,000	10	Jan. & July.	New York.	1899	09	2d Mort. (Hudson River) S. F.	1,794,000	7	April & Oct.	"	"	1891	122	
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	Bonds of 1871, tax free	1,950,000	7	Jan. & July.	"	"	1903	119	
Mobile and Grand:	1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mort. coup. for \$30,000,000	18,465,000	7	"	"	"	1903	119
2d Mort. end. by Cent. R.R. of Ga.	800,000	8	"	"	New York.	1889	....	1st Mort. reg'd	9,738,323	6	"	London.	1903	....	....
Plant bonds.	35,450	8	"	"	Savannah.	1887	....	1st Mort. Sterling for £2,000,000	.....	.....	.....	"	"	1903	....
Mobile and Montgomery:	1st Mort. endor. by State of Ala.	2,434,000	8	May & Nov.	New York.	1900	....	New York and Harlem:	103,000	6	Feb. & Aug.	New York.	1906	....	....
2d Mortgage	800,000	8	"	"	New York.	1900	....	Consolidated Mortgage of 1863	107,704	7	Jan. & July.	"	"	1881	79
Mobile and Ohio:	1st Mortgage Sterling	5,686,000	6	May & Nov.	Mob. & Lond.	1883	....	Sinking Fund Mortgage of 1861	10,500,000	7	May & Nov.	"	"	1900	119
Interest bonds	1,624,500	8	"	"	Mobile.	70-'83	....	Consol. Mort. of 1872, coupon	.....	.....	.....	"	"	1900	....
Sterling Interest bonds.	769,929	6	"	"	London.	1883	....	Consol. Mort. of 1872, reg.	.....	.....	.....	"	"	1900	....
Tennessee Substitution Bonds.	1,688,000	7	Jan. & July.	N.Y. & Lond.	1901	....	New York, Kingston & Syracuse:	2,500,000	7	Jan. & July.	New York.	1902	....	....	....
Special Mort. (Galvestone Br'h)	53,000	8	May & Nov.	Mobile.	1877	....	1st Mort. for \$4,000,000	.....	.....	.....	"	"	1902	....	....
2d Mortgage	1,455,868	8	March	"	1877	....	New York, N. Haven & Hartford:	2,000,000	7	.....	New York.	1903	....	....	....
Consol. Mort. for \$15,000,000.	977,650	7	Jan. & July.	N.Y. & Lond.	1904	....	1st Mort. (Harlem & Portchester)	.....	.....	.....	"	"	1903	....	....
Convertible 3 per cent. bonds.	1,800,000	7	March & Sept.	New York.	.....	....	New York and New England:	925,000	7	March & Sept.	Boston.	1884	....	....	....
Montclair (N. Y. and O. Mid.):	780,000	7	.....	"	.....	....	1st mortgage, old.	243,000	7	Jan. & July.	"	1905	....	....	....
Income Mortgage	588,400	7	.....	"	.....	....	1st mortgage, new	8,000,000	7	Jan. & July.	New York.	1894	....	....	....
Montgomery and Erie (Erie):	127,800	7	May & Nov.	New York.	1888	....	1st Mortgage gold, tax free	2,500,000	7	May & Nov.	"	1895	....	....	....
2d	47,000	7	April & Oct.	"	1887	....	2d Mortgage convertible	1,500,000	7	"	"	1896	....	....	....
Montgomery and Buffalo:	1,040,000	8	March & Sept.	New York.	1888	....	2d Mortgage non-convertible	3,800,000	7	.....	"	.....	....	....	....
1st Mortgage not endorsed	330,000	8	June and Dec.	"	1900	....	3d Mort. Equipment	2,425,000	7	.....	"	.....	....	....	....
Monticello and Fort Jervis:	500,000	7	J. A. J. & O.	New York.	1890	....	1st Mort. (West. Extension)	1,200,000	7	.....	"	.....	....	....	....
1st Mortgage gold, tax free	6,000,000	7	May & Nov.	New York.	1914	115	Consolidated Mortgage	.....	.....	.....	"	.....	....	....	....
Morris and Essex (D. L. & W.):	2,000,000	7	Feb. & Aug.	"	1891	105	New York, Providence & Boston:	76,008	6	Feb. & Aug.	New York.	1878	....	....	....
1st Mortgage sinking fund, guar.	384,600	7	Jan. & July.	"	1900	....	1st Mortgage	250,000	6	May & Nov.	"	78-'81	....	....	....
2d Mortgage guar.	578,000	7	Feb. and Aug.	"	1889	100	Extension Bonds	537,008	7	Jan. & July.	"	1899	....	....	....
Convertible bonds	4,991,000	7	April & Oct.	"	1901	97	General Mort. for \$1,000,000	306,000	8	Jan. & July.	New York.	1877	88	....	....
Construction bonds	1,026,000	7	.....	"	.....	....	1st Mortgage	157,000	7	"	"	1877	82	....	....
Gen'l M. (1st on Boonton Br.) gr.	3,239,000	7	June & Dec.	"	1915	92	2d Mortgage	464,000	8	"	Norfolk.	1893	78	....	....
Special Mortgage	1,100,000	6	Jan. & July.	New York.	74-'83	....	North Carolina:	875,000	8	May & Nov.	Co's Shops, NC.	1878	....	....	....
Consol. Mort. for \$25,000,000 guar.	1,000,000	4	"	"	81-'91	....	1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....	....	....
Nashville, Chattanooga & St. Louis	4,700,000	7	"	"	1913	89	2d Mortgage	232,608	8	"	"	1899	....	....	....
1st Mort. endorsed by Tenn.	1,900,000	7	Jan. & July.	New York.	1900	94	North Missouri (St. L., K.C. & N.):	3,000,000	7	Jan. & July.	New York.	1895	108	....	....
2d Mort. (Held by U. S. Gov.)	206,000	6	April & Oct.	Nashville.	1887	....	1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	108	....	....
New Mortgage	1,900,000	6	Jan. & July.	New York.	1900	94	2d Mortgage	1,500,000	7	May & Nov.	"	1896	111	....	....
Nashville and Decatur (L. & Nash.)	200,000	6	Feb. & Aug.	Boston.	1892	102	General Mortgage	2,035,000	7	Jan. & July.	"	1903	107	....	....
1st Mortgage sinking fund, guar.	200,000	6	Feb. & Aug.	Boston.	1892	102	North Shore (Plush, N.S. & Cent):	135,000	7	Feb. & Aug.	New York.	1887	....	....	....
2d Mortgage gold	200,000	6	Feb. & Aug.	Boston.	1892	102	1st Mortgage	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....	....	....
Nashua and Lowell:	200,000	6	Feb. & Aug.	Boston.	1892	102	1st Mortgage, Md. State loan	1,490,000	6	Jan. & July.	Baltimore.	1885	106	....	....
Bonds for freight depot	200,000	6	Feb. & Aug.	Boston.	1892	102	2d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	95	....	....
Newark & New York (U. of N.J.)	600,000	7	Jan. & July.	New York.	1891	....	Mortgage coupon	2,599,000	6	Jan. & July.	Baltimore.	1900	....	....	....
1st Mortgage guar.	800,000	7	May & Nov.	New York.	1889	98	Mortgage registered	205,000	6	April & Oct.	"	1900	....	....	....
Newark, Somerset & Strataville:	1st Mortgage gold.	800,000	7	May & Nov.	New York.	1889	98	Consol. General Mort. S. F.	2,925,000	6	Jan. & July.	Lond. & Balt.	1904
1st Mortgage gold.	171,500	6	Jan. & July.	Boston.	1881	95	Second General Mort. coupon	3,000,000	5	"	Baltimore.	1922	....	....	....
New Bedford:	400,000	7	"	"	1894	105	Second General Mort. coupon	1,900,000	6	"	"	1922	....	....	....
1st Mort. (New Bed. & Taunton)	525,000	7	Various.	New Haven.	98-'00	....	Northern New Jersey (Erie):	400,000	7	Jan. & July.	Jersey City.	1878	....	....	....
New Issue for \$350,000	1,000,000	7	Jan. & July.	New York.	1889	....	1st Mortgage sfg id guar.	4,000,000	7	Jan. & July.	New York.	1900	21	....	....
New Haven and New York:	1,000,000	7	Jan. & July.	New York.	1881	....	1st Mort. on R.R. & lands gold.	140,000	6	Jan. & July.	Baltimore.	1885	100	....	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1881	....	Northwestern Virginia:	3,500,000	7	March & Sept.	New York.	1917	....	....	....
New Haven and Northampton:	1,000,000	7	Jan. & July.	N. Y. & N. H.	1890	....	3d Mort., assumed by B. and O.	400,000	6	Jan. & July.	Boston.	1877	....	....	....
1st Mortgage	750,000	6	April & Oct.	"	90-'82	....	1st Mort. Mass. Loan, sfg. fd.	400,000	6	Jan. & July.	"	1897	....	....	....
Convertible bonds, tax free	200,000	7	.....	"	1891	....	Construction Bonds	150,000	7	Jan. & July.	New York.	1900	....	....	....
Holyoke and Westfield bonds.	200,000	7	.....	"	1891	....	Nyack and Northern:	150,000	7	Jan. & July.	New York.	1900	....	....	....
New Jersey Midland (N.Y. & O.M.):	3,000,000	7	Feb. & Aug.	New York.	1895	....	Ogdenburg and Lake Champlain:	300,000	8	Jan. & July.	Boston.	1878	94	....	....
1st Mortgage gold, guar.	1,500,000	7	Feb. & Aug.	New York.	1881	....	Equipment Mortgage	200,000	8	"	"	1879	94	....	....
2d Mortgage	1,500,000	7	Feb. & Aug.	New York.	1881	....	Sinking Fund Bonds	400,000	8	March & Sept.	"	1900	100	....	....
New Jersey and New York:	600,000	7	March & Sept.	N.Y. or Lond.	1893	....	Ohio and Mississippi:	3,087,000	7	Jan. & July.	New York.	1898	93	....	....
1st Mortgage	3,000,000	7	May & Nov.	New York.	1889	21	Consolidated Mort. Bonds	3,478,000	7	"	"	1898	58	....	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....	Consolidated S. F. Mortgage	112,000	7	"	London.	1898	56	....	....
Consol. Mort. for \$7,000,000	750,000	7	April & Oct.	"	1881	....	Consolidated Mort. Sterling	3,864,000	7	April & Oct.	New York.	1921	100	....	....
Income Mortgage	750,000	7	April & Oct.	"	1881	....	2d Consol. Mort. & S. F. Bonds	174,000	7	May & Nov.	New York.	1882	....	....	....
New Jersey West Line	3,000,000	7	May & Nov.	New York.	1900	....	Income and Funded Debt Bonds	140,000	7	May & Nov.	New York.	1882	....	....	....
1st Mort. gold, for \$3,000,000	3,000,000	7	May & Nov.	New York.	1900	....	1st Mort. (Springfield Division)	1,915,000	7	May & Nov.	"	1904	....	....	....
2d Mortgage	3,000,000	7	May & Nov.	New York.	1900	....	Old Colony	1,000,000	6	March & Sept.	Boston.	1896	102	....	....
3d Mortgage	3,000,000	7	May & Nov.	New York.	1900	....	Plain Bonds	32,000	6	Feb. & Aug.	"	1894	99	....	....
4th Mortgage	3,000,000	7	May & Nov.	New York.	1900	....	Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	102	....	....
5th Mortgage	3,000,000	7	May & Nov.	New York.	1900	....	New Bonds for \$3,000,000	1,692,000	7	March & Sept.	"	1894	110	....	....
6th Mortgage	3,000,000	7	May & Nov.	New York.	1900	....	Cape Cod Railroad Bonds	265,000	7	Feb. and Aug.	"	1891	100	....	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Off Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt.:	\$					
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1896	88 1/2	Mortgage Loan, convertible....	261,000	6	Jan. & July.	Phila. & Bost.	1884	103 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	103 1/2
1st Mort. Land Grant, Gold.....	16,000 pm	7 1/2	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	104 1/2
Omaha and Southwestern:							Loan of 1875.....	800,000	6	" "	" "	1900	106 1/2
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	101	Pickering Valley (Phila. & Rdg.):						
Orange, Alex. and Manassas—							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	58
See Wash. C., Va. Mid. & Gt. So.							Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Cin. & Newark Div.).....	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,950,000	7	April & Oct.	New York.	....	....	1st Mort. (Staub. & Ind.) conv.....	3,000,000	6	Monthly.	New York.	1884	92
Osage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	81 1/2
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	5,900,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	120 1/2
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	880,000	7	Jan. & July.	" "	1912	114
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	109 1/2	2d Mortgage (Series H).....	880,000	7	Feb. & Aug.	" "	1912	....
Owensboro' and Russellville:							2d Mortgage (Series I).....	880,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series J).....	880,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series K).....	880,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	100	2d Mortgage (Series L).....	880,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	92 1/2	2d Mortgage (Series M).....	880,000	7	April & Oct.	" "	1912	106
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Constructors bonds of Jan. 1, 1910	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	600,000	6	April & Oct.	" "	1893	70	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Wash. & Baltimore:						
1st Mortgage gold for \$2,805,000.	1,541,000	7	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'sville).....	4,000,000	7	Jan. & July.	Baltimore.	1898	100
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
General Mortgage, stg \$297,800.	2,889,330	7	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1888	....
1st Mortgage gold, S. F.....	1,300,000	7	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,000,000.....	20,000 pm	7	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
1st Mortgage, guaranteed.....	1,075,000	7	Feb. & Aug.	New York.	1900	80	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Pemberton & Hight (U.C. of N.J.):							Portland & Ogdensburg (Me. & N.H.):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	1st Mort. (Maine Section) gold.....	800,000	6	Jan. & July.	Boston.	1900	....
Peninsular (Mich.) Railway:							Consol. Mort. gold, for \$3,300,000	149,000	6	May & Nov.	" "	1901	15
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. or Lond.	1899	....	Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S.F.) 2d series	2,000,000	7	Feb. and Aug.	New York.	1881	....	1st Mortgage gold, for \$2,300,000	1,200,000	6	May & Nov.	N.Y. & Bost.	1891	46
2d Mortgage.....	540,000	7	Feb. and Aug.	New York.	1881	....	Portland and Oxford Central:						
Pennsylvania:							1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mort. (Harrisburg to Pittsb.)	4,970,000	6	Jan. & July.	Philadelphia.	1880	108 1/2	Portland and Rochester:						
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	108 1/2	1st Mort. (Portland Loan) sfg f'd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage, registered.....	1,000,000	6	Jan. & July.	London.	1910	108	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
Consolidated Mortgage.....	29,250,000	6	Jan. & July.	London.	1905	52	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	" "	1891	....
State lien for \$7,500,000, sfg f'd	4,795,108	5	April & Oct.	Philadelphia.	177-90	....	Port Royal (S. C.):						
Pennsylvania Coal:							1st Mortgage gold, sfg f'd.....	2,000,000	7	May & Nov.	N.Y. & Lond.	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	2d Mort. gold, guar. by Ga. R.R.	500,000	7	" "	" "	1889	....
Pennsylvania and Delaware:							Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	48
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	Poughkeepsie and Eastern:						
Pennsylvania & New York (L.V.):							1st Mort. gold, conv. & tax free.....	644,500	7	Jan. & July.	New York.	1910	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1895	111	2d Mortgage.....	75,000	7	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1905	....	Providence and Worcester:						
Peoria & Bureau Val. (O.R.L. & P.):							1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
Peoria & Hannibal (C. B. & Q.):							Quincy, Alton and St. Louis:						
1st Mortgage, traffic guarantee.....	277,000	8	Jan. & July.	Boston.	1878	101 1/2	1st Mortgage gold.....	1,000,000	7	May & Nov.	Philadelphia.	1882	....
Peoria, Pekin and Jacksonville:							Quincy and Palmyra:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
2d Mort. conv. & tax free.....	1,000,000	7	April & Oct.	" "	1900	....	Quincy and Toledo (T. W. & W.):						
Peoria and Rock Island:							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	74
1st Mort. gold, conv. & tax free.....	1,500,000	7	Feb. & Aug.	N.Y. & Lond.	1900	....	Quincy & Warsaw (C. B. & Q.):						
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	107
Perkiomen (Phila. and Rdg.):							Reading and Columbia (P. & R.):						
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	75	1st Mort., Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	95
Petersburg:							2d Mort., Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
1st Mortgage (instalments).....	241,500	8	Jan. & July.	New York.	179-98	84 1/2	Rensselaer and Saratoga:						
2d Mortgage.....	500,000	8	" "	" "	1902	....	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	111 1/2
Philadelphia and Atl. City:							3d Mortgage.....	150,000	7	" "	" "	1887	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Saratoga & Whitehall).....	400,000	7	March & Sept.	New York.	1886	....
Philadelphia and Baltimore Cent:							1st Mort. (Troy, Salem & Rutl.).....	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	" "	" "	1891	....	Consol. Mort. for \$2,000,000.....	1,788,500	7	May and Nov.	" "	1921	92
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	" "	1900	....	New Gen'l Mort. for \$6,000,000.	1,092,000	6	.....	" "	....	....
Philadelphia and Erie (Penn.):							Richmond and Danville:						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	110	Virginia State Loan, sfg fund.....	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	102 1/2	Virginia State guar. bonds.....	157,800	6	" "	" "	1875	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	100	1st Mort. (Piedmont Branch).....	500,000	8	.....	" "	1888	....
General Mort. for \$20,000,000.....	7,652,000	6	" "	Phil. or Lond.	1920	....	1st Mort. (Northwestern, N.C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	1875-90	72
Philadelphia and Reading:							Consolidated Mortgage.....	1,766,00					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$ 344,000	8	May & Nov.	Saginaw.	1892	....	South Carolina:	\$					
1st Mortgage.....							1st Mortgage Sterling.....	1,482,067	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,061,500	7	" " "	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,208,500	7	April & Oct.	" "	1902	....
2d Mort. (").....	17,500	6	" " "	"	1879	....	Domestic (I) Bonds.....	1,064,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free...	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W. D.) land grant, g'd tax fr.	5,500,000	8*	" " "	" " "	1900	....	2d Mort. " " " " " "	200,000	7	" " "	" "	1889	....
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,600,000	6	May & Nov.	New York	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	" "	1884	....
1st Mortgage skg fd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	111	South and North Alabama:						
1st Mortgage skg fd. (Series B).....	1,100,000	7	April & Oct.	" "	1894	111	1st Mort., endor. by Ala. gold.....	391,000	8*	Jan. & July.	New York.	1890	....
1st Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	" "	1894	80	Sterling Mort., guar. by L. & N.	£1,688,800	6*	May & Nov.	London.	....	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	" "	1894	....	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E).....	1,700,000	7	" " "	" "	1884	67	1st Mortgage gold, assumed.....	7,191,800	6*	Jan. & July.	New York.	1888	74
Equipment Mortgage.....	300,000	10	March & Sept.	" "	1894	....	South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	99 1/2
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	103 1/2	South Side, Va. (A., M. and O.):						
2d Mort. (").....	6,000,000	7*	May & Nov.	" "	1897	56	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	92
1st Mort. L.G. (Arkansas Br.).....	2,500,000	7*	June & Dec.	" "	1897	....	2d preferred bonds.....	621,000	6	" " "	" "	'84-'90	74
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	" " "	" "	1897	....	3d preferred bonds.....	452,800	6	" " "	" "	'84-'90	57
Consolidated Mortgage.....	1,500,000	7	" " "	" "	1899	....	Southern Central (N. Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7	March & Sept.	" "	1882	103
2d Mortgage.....	548,000	7	Jan. & July.	" "	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	101 1/2	Southern of L. L.:						
Real estate & 2d M. for \$3,000,000	998,000	7	March & Sept.	" "	1899	....	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	....
St. Louis, Lawrence and Denver:							2d Mort., Sinking Fund.....	1,500,000	7	May & Nov.	" "	1900	80
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,240,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	" "	1890	....
1st M. (Evans, D.) gold skg f'd. conv.	1,000,000	7	" " "	" "	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	" "	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7*	" " "	" "	1880	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	" "	1898	....	South Western (Cen. of Ga.):						
2d Mortgage, (B.) convertible.....	1,000,000	7	" " "	" "	1895	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	1st Mortgage (Muscoogee) conv.....	300,000	7	" " "	" "	'72-'76	....
St. Louis and San Francisco:							Spartanburg and Union:						
2d Mort. B. & C. gold.....	4,712,000	....	May & Nov.	New York.	1906	....	1st Mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	" " "	" "	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....	1st Mortgage.....	418,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (do.) & 1st land gr.	1,145,760	7	June & Dec.	" "	1892	....	Springfield & Illinois S. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d M. (do.) R.R. & Lands.	8,500,000	7*	" " "	" "	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	" "	1900	....
General Mortgage for \$15,000,000	....	7*	" " "	" "	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Stamstead, Shefford and Chambly:						
Salem and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	85
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	Sullivan (Central Verm.):						
Sand., Mansfield & Newark (B. & O.)							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage.....	800,000	7	Jan. & July.	N. Y., Bost. Ph.	1904	97 1/2
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	200,000	6*	" " "	" "	1891	....
State guaranteed (C. & S.) bonds.	805,000	6	March & Sept.	Charleston.	1877	....	Suspens. Bridge & Erie Junc. (E.):						
Funded Interest bonds, guar.....	111,900	7	" " "	New York.	1889	....	1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
Savannah, Griffin & North Ala.:							Syracuse, Bing. & N. Y. (D.L. & W.):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Savannah and Memphis:							2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.):							1st Mort. gold, for \$500,000.....	600,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Tebo and Neosho (M. K. & T.):						
Schoharie & Three R. (L.S. & M.S.):							1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Bonds of 1873 for \$1,600,000.....	515,000	7	" " "	" "	1894	....
Belma and Gulf:							Texas and Pacific:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage, 8,000 per mile.....	3,555,000	6*	Mar. & Sept.	N. Y., Ph. Lon.	1905	....
Belma, Marion and Memphis:							Consolidated Mortgage.....	7,545,000	6	June & Dec.	" "	1905	....
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Income and Land Grant.....	7,339,805	7	July.	N. Y. & Phil.	1915	....
Belma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,500,000	7*	Jan. and July.	....	1906	40
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" " "	" "	1881	....	1st Mortgage (Eastern Div.).....	1,000,000	7	June & Dec.	New York.	1894	89 1/2
Flamokin Valley & Pottav. (N.C.):							2d Mortgage (Western Div.).....	1,300,000	7	Feb. and Aug.	" "	1896	90
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	97	2d Mort. conv. (").....	1,300,000	7	April & Oct.	" "	1886	28
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund.....	94,000	8	Jan. &			

The Letter (g) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Froy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$9,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unencumbered.....	400,000	6	Jan. and July.	Baltimore.	1890	100
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	" " "	"	1890	111
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " "	300,000	6	" " "	"	1890	111
2d Mortgage.....	300,000	7	April & Oct.	" " "	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	" " "	"	1890	103
3d Mortgage.....	650,000	7	May and Nov.	" " "	1875	....	2d Mortgage preferred.....	600,000	6	" " "	"	1895	65
Convertible Bonds.....	648,000	7	" " "	" " "	1882	....	3d Mortgage endor. by Balt.....	875,000	6	" " "	"	1900	112
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	" " "	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	60	Jan. and July.	New York.	1899	105
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	80
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1895	....
Union Pacific:							General Mortgage.....	1,200,000	7	" " "	"	....
1st Mortgage gold, tax free.....	27,232,000	60	Jan. & July.	N. Y. & Bos.	'96-'99	107	Western Union (Chl. M. & St. P.)						
1st Mort. Land Grant.....	7,374,000	7	Apr. and Oct.	" " "	1887	108	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	99	West Jersey:						
3d Mortgage Sinking Fund.....	14,045,000	8	March & Sept.	New York.	1894	94	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	80
Omaha Bridge Bonds Sterling.....	2,219,000	50	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	103
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	" " "	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	60	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	" " "	"	1899	84
1st Mortgage gold, skg fund.....	3,220,000	60	Jan. & July.	New York.	1899	....	West Wisconsin:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	60	1st Mort. land gr., gold skg fund	3,900,000	70	Jan. and July.	N.Y. or Lond.	1887	....
United N. J. R. R. & Canal Cos.:							1st Mort. (Southern Extension).	640,000	70	" " "	"	1902	....
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103	White Water Valley:						
Sterling Loan \$369,200 (U. Co's)	1,846,000	50	" " "	London.	1894	....	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Sterling Loan \$360,000 (")	1,800,000	60	" " "	"	1894	....	Wico Mico and Pocomoke:						
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....

Dec. 31, 1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	17																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												

[illegible]

X Railroad (---) across the column signifies "rail," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.										Value of Shares.		
										Par.	P. & C.	
										Dividends.	Earnings.	
										Net.	Gross.	
										Freight.	Passengers.	
										Trains Moved.	Freight.	
										Surplus Income.	Accounts.	
										Bonds.	Stocks.	
										Accounts and Cash.	Assets.	
										Rolling Stock.	Railroad.	
										Freight.	Railroad.	
										Engines.	Buildings.	
										Track and Sidings.	Brush Line.	
										Main Line.	Other.	
Oct. 31, 1876	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Nov. 30, 1876	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Dec. 31, 1876	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jan. 31, 1877	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Feb. 28, 1877	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Mar. 31, 1877	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Apr. 30, 1877	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
May 31, 1877	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jun. 30, 1877	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jul. 31, 1877	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Aug. 31, 1877	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Sep. 30, 1877	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Oct. 31, 1877	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Nov. 30, 1877	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Dec. 31, 1877	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jan. 31, 1878	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Feb. 28, 1878	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Mar. 31, 1878	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Apr. 30, 1878	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
May 31, 1878	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jun. 30, 1878	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jul. 31, 1878	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Aug. 31, 1878	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Sep. 30, 1878	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Oct. 31, 1878	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Nov. 30, 1878	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Dec. 31, 1878	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jan. 31, 1879	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Feb. 28, 1879	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Mar. 31, 1879	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Apr. 30, 1879	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
May 31, 1879	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jun. 30, 1879	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jul. 31, 1879	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Aug. 31, 1879	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Sep. 30, 1879	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Oct. 31, 1879	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Nov. 30, 1879	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Dec. 31, 1879	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jan. 31, 1880	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Feb. 28, 1880	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Mar. 31, 1880	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Apr. 30, 1880	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
May 31, 1880	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jun. 30, 1880	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jul. 31, 1880	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Aug. 31, 1880	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Sep. 30, 1880	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Oct. 31, 1880	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Nov. 30, 1880	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Dec. 31, 1880	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jan. 31, 1881	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Feb. 28, 1881	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Mar. 31, 1881	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Apr. 30, 1881	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
May 31, 1881	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jun. 30, 1881	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jul. 31, 1881	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Aug. 31, 1881	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Sep. 30, 1881	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Oct. 31, 1881	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Nov. 30, 1881	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Dec. 31, 1881	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jan. 31, 1882	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Feb. 28, 1882	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Mar. 31, 1882	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Apr. 30, 1882	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
May 31, 1882	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jun. 30, 1882	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jul. 31, 1882	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Aug. 31, 1882	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Sep. 30, 1882	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Oct. 31, 1882	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Nov. 30, 1882	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Dec. 31, 1882	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jan. 31, 1883	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Feb. 28, 1883	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Mar. 31, 1883	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Apr. 30, 1883	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
May 31, 1883	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jun. 30, 1883	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Jul. 31, 1883	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Aug. 31, 1883	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Sep. 30, 1883	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Oct. 31, 1883	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Nov. 30, 1883	66.8	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0	137.0
Dec. 31, 1883	66.8	137.0	137.0	137.0	137.0							

Dec. 31, 1876, \$5.00 — | 5. 5. 4. 1461st Louis Foot-... N.

Dec. 31, 1876	85.0	21.4	5.0	5	1	140th. Louis, Keokuk and Northwestern, Mo.	2,550,000	1,750,000	800,000	85.0	278.4	651,458	142,626	[5 mos.]	74,218	d18,896	100
Jan. 31, 1877	85.0	21.4	5.0	5	1	87th. Louis, Rock Island & Chicago, Ill.	1,411,900	4,332,519	9,000,000	41.3	138.4	351,394	22,092		400,241	d18,896	100
Feb. 28, 1877	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Mar. 31, 1877	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Apr. 30, 1877	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
May 31, 1877	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Jun. 30, 1877	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Jul. 31, 1877	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Aug. 31, 1877	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Sept. 30, 1877	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Oct. 31, 1877	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Nov. 30, 1877	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
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Feb. 28, 1878	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Mar. 31, 1878	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Apr. 30, 1878	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
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Jun. 30, 1878	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
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Sept. 30, 1878	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Oct. 31, 1878	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
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Jan. 31, 1879	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Feb. 28, 1879	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Mar. 31, 1879	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Apr. 30, 1879	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
May 31, 1879	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Jun. 30, 1879	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Jul. 31, 1879	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
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Oct. 31, 1879	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Nov. 30, 1879	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Dec. 31, 1879	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Jan. 31, 1880	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Feb. 28, 1880	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Mar. 31, 1880	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Apr. 30, 1880	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
May 31, 1880	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Jun. 30, 1880	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Jul. 31, 1880	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Aug. 31, 1880	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Sept. 30, 1880	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Oct. 31, 1880	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
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Dec. 31, 1880	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Jan. 31, 1881	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Feb. 28, 1881	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Mar. 31, 1881	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Apr. 30, 1881	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
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Jun. 30, 1881	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Jul. 31, 1881	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Aug. 31, 1881	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Sept. 30, 1881	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Oct. 31, 1881	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Nov. 30, 1881	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Dec. 31, 1881	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
Jan. 31, 1882	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092		400,241	d18,896	100
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Apr. 30, 1882	85.0	21.4	5.0	5	1	87th. Louis, St. Louis & T. H. Rock, Mo.	2,260,163	986	25,092	986	138.4	351,394	22,092				

A New Railroad Tie.

A number of iron railroad ties, recently patented by A. H. Campbell, of Indiana, a civil engineer, have been placed in the track of the Cincinnati, Hamilton and Dayton railroad. The tie, with the exception of two blocks, each about eight inches square is of iron, cast. The wooden blocks are made to fit tightly by means of their shape and wedges into sockets coming under the rail, affording sufficient elasticity. The advantages claimed for the tie over common wooden ties are: It is more economical, and requires less work to keep the track in shape; it is safer, and makes the track more solid.

A. E. Folsom, Superintendent of the Connecticut and Passumpsic Rivers Railroad, has been appointed Receiver of the Missisquoi and Clyde River Railroad.

Statement of the Public Debt of the United States, December 1, 1877.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$200,000 00	\$5,416 87
6 per cent. 1891 bonds, 1861..	18,415,000 00	460,375 00
6 per cent. bonds, 1861 (Oregon), 1861.....	945,000 00	23,625 00
6 per cent. 1861 bonds, 1861..	189,321,350 00	4,733,033 75
6 per cent. 1861 bonds, 1863..	75,000,000 00	1,875,000 00
6 per cent. 10-40 bonds, 1864..	194,566,300 00	2,432,078 75
6 per cent. consols, 1865.....	118,903,350 00	2,922,533 75
6 per cent. consols, 1867.....	310,017,800 00	7,765,445 00
6 per cent. consols, 1868.....	37,465,300 00	936,632 50
6 per cent. funded loan of 1861	508,440,350 00	2,118,501 48
4 1/2 per cent. funded loan of 1891	200,000,000 00	2,250,000 00
4 per cent. funded loan of 1897.	70,000,000 00	616,666 66

Aggregate of debt bearing coin interest.....	\$1,721,934,450 00	\$36,697,051 35
Interest due and unpaid.....		4,557,692 51

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$175,000 00
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DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,400 00	216 58
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds, of 1855....	5,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	511,550 00	452 04
6 per cent. 5-20 bonds, called June, 1864.....	141,100 00	269 35
6 per cent. 5-20 bonds, called 1865.....	1,929,230 00	96,771 17
6 per cent. Consol. bonds, called, 1868.....	21,350,650 00	521,317 23
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 33	2,669 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	306 00
6 per cent. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,900 00	105 00
6 per cent. treasury notes, 1861.	3,000 00	384 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	18,350 00	1,162 00
5 per cent. 1 year notes, 1863.	53,955 00	2,709 35
5 per cent. 3 year notes, 1863.	40,000 00	2,382 17
6 per cent. compound interest notes, 1863-64.....	297,340 00	67,985 15
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	162,100 00	9,331 93
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	3,000 00	256 08
3 per cent. certificates called.	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....	\$24,702,030 26	\$765,269 10
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DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$63,702 50	
Legal tender notes, 1862-63..	531,840,288 00	
Certificates of deposit.....	28,055,000 00	
Fractional currency, 1862-3-4	18,043,030 82	
Coin certificates, 1863.....	32,391,400 00	
Unclaimed interest.....		7,447 03

Aggregate of debt bearing no interest.....	\$437,933,411 02	\$7,447 03
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RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$748,667,800 00	
Bonds at 5 per cent.....	763,266,650 00	
Bonds at 4 1/2 per cent.....	200,000,000 00	
Bonds at 4 per cent.....	70,000,000 00	
	\$1,721,934,450 00	\$36,697,051 35
Debt bearing interest in lawful money, viz:		
Navy pension fund, 3 per cent.	14,000,000 00	175,000 00
Debt on which interest has ceased since maturity.....	24,702,030 26	765,269 10
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$351,433,990 50	
Certificates of deposit.....	28,055,000 00	
Fractional currency.....	18,043,030 82	
Coin certificates.....	32,391,400 00	
	\$437,933,411 02	
Unclaimed interest.....		7,447 03

Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,198,529,911 28	\$31,644,767 48
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AMOUNT IN TREASURY.

Coin.....	\$183,970,214 48
Currency.....	8,516,396 39
Currency held for redemption of fractional currency.....	9,806,002 00
Special deposit held for redemption of certificates of deposit as provided by law...	36,055,000 00
	\$188,617,612 82
Less: Estimated amount due Military Establishment for which no appropriations have been made.....	4,500,000 00

Debt, less amount in Treasury, Dec. 1, 1877.....	\$2,046,027,085 94
Debt, less amount in Treasury, on the 1st ult.	2,047,350,700 57

Decrease of debt during the past month.....	\$1,323,624 48
Decrease of debt since June 30, 1877.....	14,151,187 32

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANY, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	\$25,885,120 00	\$847,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	167,575 00
Union Pacific bonds, 1862-64.	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,284 00
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	40,708 00
Totals.....	\$64,623,512 00	\$1,615,587 80

Interest paid by United States, \$25,957,629 14; interest repaid by transportation of mails, &c., \$8,975,433 32; balance of interest paid by United States, \$26,982,195 82.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, November 30, 1877.

JOHN SHERMAN,
Secretary of the Treasury.

Southern Pacific Railroad.

The official distance between San Francisco and Yuma is 719.4 miles. The San Diego Division has been extended to a new station called "Santa Ana," 7 miles south of Anaheim, and 33.6 miles from Los Angeles. The official distance between San Francisco and Santa Ana is 504.3 miles. The Coast Line Stages for San Diego now connect with the Southern Pacific Railroad at Santa Ana, instead of at Anaheim as formerly. The Colorado River Steamers leave Yuma every Saturday for Ehrenberg and Aubrey.

The Ligonier Valley Railroad, extending from Lathrobe, on the Pennsylvania Railroad, to the old town of Ligonier, was formally opened on the 21st inst.

The regular opening of the Scioto Valley road through to Portsmouth will take place on the 31st of December.

The formal opening of the Emlenton, Shippensburg and Clarion Railway took place on the 24th inst.

Philadelphia Stock Exchange.

Closing Prices for the week ending Dec. 23.

W. 19. Th. 20. F. 21. Sat. 22. M. 24. Tu. 25.

Allegheny Val. 7 3-10.....				
Is. Income.....				
Camden & Am. 6s, 1883....				
6s, 1889.....				
Mort. 6s, 1889.....	108 1/2			
Camden and Atlantic.....				
Preferred.....				
1st mortgage.....				
2d mortgage.....	97			
Catawissa.....				
Preferred.....				
New preferred.....	31	31		
Is. new.....			104 1/2	
Del. & Bound Brook.....				
Is.....				
Elmira & Williamsport.....				
Preferred.....				
Is.....				
Hunt. & B. Top Mt.....				
Preferred.....				
2d mortgage.....				
Lehigh Navigation.....	18 1/2	19 1/2	18 1/2	18 1/2
6s, 1884.....		103		
Gold Loan.....	87 1/2			
Railroad Loan.....	102 1/2			
Conv. Gold Loan.....				
Lehigh Valley.....	40 1/2	40 1/2	40 1/2	
6s, new, coupon.....				
6s, new, registered.....				
Is.....				
Consol. mort. 6s.....	95	95		
Little Schuylkill.....				
Minehill & Sch. Haven. 50			50	
North Pennsylvania.....			37	
1st mortgage 6s.....	108 1/2			
2d mortgage 7s.....				
Gen'l mort. 7s, coup.....				
Gen'l Mort. 7s, reg.....				
Northern Central.....	16 1/2			
Pennsylvania R. R.....	32	32	32	32 1/2
1st mortgage.....				
Gen'l mortgage.....	108 1/2			
Gen'l mort. reg.....		108 1/2		
Consol. mort. 6s, reg. 92				
Penn. & N. Y. Canal 7s.....				
Penn. State 6s. 2d series.....	106 1/2			
do. 3d series.....				
do. 5s, new.....				
Philadelphia City, 6s.....				
6s, new.....	111 1/2	111 1/2	111 1/2	111 1/2
Phila. and Reading.....	16 1/2	16 1/2	16 1/2	16 1/2
Debtenture bonds.....				
7s, of 1892.....				
7s, new convertible.....				
Gen'l mortgage 7s.....	100 1/2	100 1/2	100 1/2	
Gen'l mortgage, reg.....	100 1/2	101		
Philadelphia and Erie.....				
1st mortgage, 6s.....				
2d mortgage, 7s.....				
Pittsb., Cin. & St. L. 7s. 81 1/2	81 1/2	81 1/2		
Pittsb., Titusv. & Bufd. 81	81	81	81	
7s.....			55	
Schuylkill Navigation.....				
Preferred.....				
6s, 1872.....				
6s, 1882.....	65			
6s, 1895.....				
United Co. of N. Jersey 120	120	118 1/2		
Hestonville, (Horse). 91	91	91	91	
Chestnut & Wal. (do.).....				
Germantown (do.).....				
Green and Cones (do.).....		40		
Lombard & 8th. (do.).....				
2d and 3d streets (do.).....				
Spruce and Pine (do.).....				
15th and 16th sts. (do.).....	38			

Baltimore Stock Exchange.

Closing Prices for the week ending Dec. 26.

W. 19. Th. 20. F. 21. Sat. 22. M. 24. Tu. 25.

Baltimore and Ohio.....	100	100		
6s, 1880.....				
6s, 1885.....				
Central Ohio.....				
1st mortgage.....		90 1/2		
Marietta & Cincinnati.....				
1st mortgage, 7s.....				
2d mortgage, 7s.....				
3d mortgage, 8s.....				
Northern Central.....				
2d mortgage, 6s 1885.....				
3d mortgage, 6s, 1900.....				
6s, 1900, Gold.....			95	
Orange and Alex. 1st.....				
2d mortgage, 6s.....		75		
3d mortgage, 8s.....				
4th mortgage, 8s.....				
O. Alex. & Manassas 7s 66			66	
Pittsb. & Connellsv. 7s.....			100	
Virginia 6s, Consol.....	58	58	57	56 1/2
Consol. Coupons.....		78		72
Deferred Certificates.....				
Western Maryland.....				
1st M., end. by Balt.....				
2d M., do.....			11 1/2	
3d M., do.....				
1st M., unendorsed.....				
2d M., end. Wash. Co.....				
3d Mort., preferred.....			60	
City Passenger R. R.....				

New York Stock Exchange.

Closing Prices for the week ending Dec. 26.

	Th. 20.	F. 21.	Sat. 22.	M. 23.	Tu. 24.	W. 25.
Adams Express.....	98	98	97	98	97	97
Albany and Susq.....						
1st mortgage.....						
2d mortgage.....						
American Express.....	49				50	
Am. Dock and Imp. 7s.....						
Atlantic & Pacific Tel.....						
Burl. C. & N. J. 1st mortgage 5s.....	59				58	
Central of N. Jersey 14.....	14	12	13			
1st mortgage, new.....						
7s, consolidated.....	66					
7s, convertible.....	61	60				
Central Pacific 6s, gold 107	107	107				
1st M. (San Joaquin).....	86	86			86	
1st M. (Cal. and Or.).....	87					
Land grant 6s.....						
Chicago and Alton.....					78	
Preferred.....						
1st mortgage.....					114	
Sinking Fund.....						
Income bonds.....						
Chic. Burl. & Quincy 102.....	102	101			102	
7s, 1893.....	115	116				
Chic. & Milwaukee 1st.....					109	
Chic. Mil. and St. Paul 35.....	35	39	36		38	
Preferred.....	71	71	72	72	72	
1st mortgage, 7s-10s.....	119	129	129		129	
2d mortgage, 7s-10s.....			103		103	
7s, gold.....	100					
1st M. (La Crosse div.) 107.....	107				107	
1st M. (I. and M. div.) 97.....	98	98			98	
1st M. (I. and D. div.).....						
1st M. (H. and D. div.).....						
1st M. (C. & M. div.).....					104	
Consolidated S. F. 94.....	94	94			94	
Chic. & Northwestern 34.....	34	34	34		34	
Preferred.....	62	62	62		62	
1st mortgage.....	108				108	
Sinking Fund.....	108				108	
Consolidated 7s.....	108				108	
Consol. Gold bonds.....	92	92	92		92	
Do. reg.....						
Chic. Rock Isl. & Pac. 90.....	90				100	
7s, 1896.....						
6s, S. F.....	108	108	109		109	
6s, 1917.....	108	108	109		109	
Clev. Col. C. and Ind. 34.....	34	34			38	
1st mortgage.....	109					
Clev. & Pittsburg guar. 77.....	77	77				
7s, Consolidated.....						
4th mortgage.....						
Clev. P. and Ash. 7s.....						
7s, new.....						
Col. Chl. & Ind. Cent.....	31					
1st mortgage.....						
2d mortgage.....						
Del. & Hudson Canal 51.....	51	51	52		52	
Reg. 7s, 1891.....	100					
Reg. 7s, 1894.....						
7s, 1894.....	94				94	
Del. Lack. & Western 49.....	50	50	50		50	
2d mortgage 7s.....						
7s, Convertible.....						
Det. Mon. & Tol. 1st.....					107	
Det. of Columbia 3-6s.....	75	75	75		75	
Erie Railway.....	81	81	81		81	
Preferred.....						
1st mortgage.....						
2d mortgage.....					105	
3d mortgage.....					106	
4th mortgage.....						
5th mortgage.....						
Great Western 1st mort 98xc.....	98				98	
2d mortgage.....						
Hannibal & St. Joseph.....					11	
Preferred.....	25	25				
8s, Convertible.....	86	86			86	
Hudson River 2d mort.....						
Illinois Central.....	72	73	73		73	
Kansas Pacific.....	8	7	7			
Lake Shore & Mich. So. 60.....	59	59	60		60	
Consol. 7s.....						
Consol. 7s, reg.....						
2d Consolidated.....	97	97			97	
Lake Shore Div. bonds.....						
Leh. & W. B. 7s, Con.....	31	30			30	
Long Dock bonds.....						
L. & N. 7s, Cons.....	100					
Michigan Central.....	87	87	87		87	
7s, 1902.....	105				105	
8s, 1882.....	110					
M. & N. I. 1st, S. F.....	110					
2d mortgage.....						
Morris and Essex.....	75	75			76	
1st mortgage.....						
2d mortgage.....						
7s of 1871.....						
7s, Convertible.....						
7s, Consolidated.....	105	105	105		105	
N. Y. Cent. & Hud. Riv 105.....	105	105	105		105	
7s, Sinking fund, 1876.....						
6s, Sinking fund, 1883.....	105					
6s, Sinking fund, 1887.....	105					
1st mortgage.....					122	
1st mortgage reg.....						
N. York and Harlem.....	142				142	
Preferred.....						
1st mortgage.....	118	118				
(mortgage), reg.....	119					

New York Stock Exchange.

Closing Prices for the week ending Dec. 25.

	Th. 20.	F. 21.	Sat. 22.	M. 23.	Tu. 24.	W. 25.
New Jersey.....						
N. Y., N. Haven & Hart 163.....	163				163	
North Missouri 1st M.....	110	108				
Ohio and Mississippi.....	91	84	81		81	
Preferred.....	17	16				
2d mortgage.....						
Consolidated 7s.....	98				98	
Consol. Sinking fund.....						
Pacific Mail S. S. Co.....	21	21	22		22	
1st mortgage.....						
2d mortgage.....	99				100	
Panama.....	124					
Pitts., Ft. W. & Chi. 93.....	92				91	
1st mortgage.....	120				120	
2d mortgage.....						
3d mortgage.....						
Quicksilver Mining Co. 18.....						
Preferred.....	29					
St. L., Alton and T. H.....						
Preferred.....	14					
1st mortgage.....						
2d mort. preferred.....	85	85				
Income bonds.....	67					
St. L., Iron Mt. & S'thu.....					103	
1st mortgage.....						
2d mortgage.....						
St. L., Jack. & Chi. 1st.....						
St. L., Kan. City & N.....	5				4	
Preferred.....						
Tol., P. & W. 1st E. D. 89.....						
1st mort., West. Div.....						
Tol., Wab. & Western.....						
Preferred.....						
1st mortgage.....	101xc					
2d mortgage.....	70xc	69	70		70	
7s, Consolidated.....						
St. Louis Division.....	67	66	68	64x	75xc	
Union Pacific.....						
1st mortgage.....	107				107	
Land Grant 7s.....	103				103	
Sinking Fund 8s.....	94				94	
United States Express 47.....	47	45	48		48	
Wells-Fargo Express.....	87				87	
Western Pacific bonds.....					102	
Western Union Tel.....	75x	75	76	76	76	
7s, S. F. conv., 1900.....					108	

Boston Stock Exchange.

Closing Prices for the week ending Dec. 26.

	Th. 20.	F. 21.	Sat. 22.	M. 23.	Tu. 24.	W. 25.
Atch., Top. and Sap. Fe. 11.....	11	11	11			
1st mortgage.....	9	9			90	
2d mortgage.....	49	49	49			
Land Grant 7s.....	82	81			81	
Income 12s.....						
Boston and Albany.....	121	121	121		122	
7s, reg.....						
6s, 1895.....						
Boston and Lowell.....	69	69				
7s.....						
Boston and Maine.....	95	95			94	
Boston and Providence.....					110	
Boston, Hart. & Erie 7s.....	11	11	1		11	
Boston Water Power.....	2	2	2		2	
Burl. & Mo. R. L. G. 7s.....						
Burl. & Mo. R. in Neb. 49.....	49	49			48	
8s, old.....					108	
8s, new.....						
Chl., Burl. and Quincy 102.....	102	102	101		101	
7s.....					109	
6s, new.....						
Cin., Sand. and Clev.....	11					
Concord (850).....						
Connecticut River.....	124					
Eastern.....	4	4			4	
Scrip.....						
New 3/4 Bonds.....	82	82			81	
Fitchburg.....	110				110	
Ind., Cin. & Lafayette.....						
Kan. C., Top. & West.....					11	
1st mortgage.....						
Michigan Central.....	56				57	
Nashua and Lowell.....						
Northern, N. H.....					71	
Norwich & Worcester.....						
Ogden & Lake Cham. 34.....	35	35				
Preferred.....						
Old Colony.....	90				94x	
7s.....						
Ph. Wil. & Balt. (850).....	60				60	
Port'd, Saco & Ports.....					65	
Pueblo & Ark. Val.....					10	
7s.....	82	82				
Pullman Palace Car.....	75				75	
Union Pacific.....					67	
6s.....	104	104	102			
Land Grant 7s.....						
Sinking Fund 8s.....	92				92	
Vermont and Canada.....						
Vermont and Mass.....					110	
Worcester and Nashua.....						
Cambridge (Horse).....	103					
Metropolitan ("").....	61				62	
Middlesex ("").....						
Central Mining Co.....	36				36	
Calumet and Hecla.....	172				173	
Copper Falls.....						
Franklin.....						
Quincy.....						

New York Stock Exchange.

Closing Prices for the week ending Dec. 26.

	Th. 20.	F. 21.	Sat. 22.	M. 23.	Tu. 24.	W. 25.
FEDERAL STOCKS:						
U. S. 4s, 1907, reg.....	101	101	101			
U. S. 4s, 1907, comp.....	103	103	103			
U. S. 4s, 1891, reg.....	104	104	104			
U. S. 4s, 1891, comp.....	103	103	103			
U. S. 5s, 10-40s, reg.....	107	107	107			
U. S. 5s, 10-40s, comp.....	107	107	107			
U. S. 5s, 1881, reg.....	106	106	106			
U. S. 5s, 1881, comp.....	106	106	106			
U. S. 5s, 1881, reg.....	106	106	106			
U. S. 5s, 1881, comp.....	110	110	109		109	
U. S. 5s, 5-20s, r. n. 1885.....	103				102	
U. S. 5s, 5-20s, c. n. 1885.....	106				105	
U. S. 5s, 5-20s, reg. 1887.....	106				105	
U. S. 5s, 5-20s, c. 1887.....	108				108	
U. S. 5s, 5-20s, reg. 1888.....						
U. S. 5s, 5-20s, c. 1888.....	110				110	
U. S. 5s, Pac. R. R. issue.....	122				120	

London Stock Exchange.

Closing Prices.

	Dec. 7.	Dec. 14.
Atlantic & Gt. W. 1st mort., \$1,000.....	74	28
Do. 2d mort., \$1,000.....	11	12
Do. 3d mort., \$1,000.....	5	6
Do. 1st mort. trust. certificates.....	24	24
Central Pacific of California 1st mort. 107.....	108	164
Detroit & Milwaukee 1st mort. bonds 30.....	40	30
Do. 2d do. 30.....	40	30
Erie shares, \$100.....	9	10
Do. Reconstruction Assess. \$6 pd. 15.....	17	14

On Tuesday of this week the cash balances of the Treasury Department at Washington were: of Currency, \$3,833,070; special deposit of legal tenders for the redemption of certificates of deposit, \$40,425,000; Coin, \$135,700,973, including of Coin certificates, \$32,103,700.

The outstanding amount of legal tender notes is \$351,340,288. The National bank circulation is now \$320,253,765 of currency notes and \$1,432,120 of national gold bank notes. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$4,079,000.

A moderately active demand has been reported for Government securities, chiefly on investment account; but the market has been variable, and toward the close more or less depressed, partly by apprehensions of the return from Europe of important amounts of the several issues held there, especially in the event of a general war abroad. At the close on Wednesday the current quotations were as follows:

United States currency sixes, 120@121; do. 6s, 1881, registered, 106 $\frac{3}{8}$ @106 $\frac{3}{8}$; do. coupon, 109 $\frac{3}{8}$ @110; do. 1865, new, registered, 102 $\frac{3}{8}$ @103; do. coupon, 105 $\frac{3}{8}$ @106; do. 1867, registered, 105 $\frac{3}{8}$ @105 $\frac{1}{2}$; do. coupon, 108 $\frac{3}{8}$ @108 $\frac{1}{2}$; do. 1868, registered, 107@107 $\frac{1}{2}$; do. coupon, 110@110 $\frac{1}{2}$; do. ten-forties, registered, 107 $\frac{1}{2}$ @107 $\frac{3}{8}$; do. coupon, 107 $\frac{3}{8}$ @108; do. five per cents, 1881, registered, 105 $\frac{3}{8}$ @106; do. coupon, 105 $\frac{3}{8}$ @105 $\frac{1}{2}$; do. 4 $\frac{1}{2}$ per cents, 1891, registered, 103 $\frac{3}{8}$ @104; do. coupon, 103 $\frac{3}{8}$ @103 $\frac{1}{2}$; do. 4 per cents, 1907, reg., 101@101 $\frac{1}{2}$; do. small, 102 $\frac{3}{8}$ @103; 500 and 1,000, coupon, 103@103 $\frac{1}{2}$.

The amount of U. S. bonds held by the Treasurer of the United States as security for the National Bank circulation is \$346,277,550, and \$13,988,000 as security for public deposits.

State Bonds have been less sought after, even on investment account, and prices have been quoted weaker, though the favorite issues toward the close exhibited more firmness on limited offerings. Railway Mortgage loans have been in comparatively limited request and quoted less firm but leaving off more steadily. And in the line of Railway and Miscellaneous share property business has been on a restricted scale, and prices have been depressed and irregular influenced in part by the activity in the Money line.

The income of the Government from internal revenues last week was about 2 $\frac{1}{4}$ millions, and from Customs last week again about 1 $\frac{1}{2}$ millions.

Gold has been less confidently dealt in, and has shown weakness and irregularity. The customs call has been light, and the export drain unimportant, having been only about two thirds of the imports. The extremes of the price during the week have been 102 $\frac{3}{8}$ @103, mostly 102 $\frac{3}{8}$ @102 $\frac{3}{8}$, closing on Wednesday at 102 $\frac{3}{8}$, as against 103 $\frac{3}{8}$ on Wednesday of the preceding week. The specie outflow last week was only \$481,073, making the total exports of specie hence since January 1, \$25,265,339 against \$43,573,070, the same time in the preceding year. The imports of specie at this port last week reached \$660,181 and since January 1st have been \$15,108,812, as against \$22,931,618 same time last year. The Customs demand for gold last week reached \$1,551,278 or an average of \$258,546 per day.

A fair demand prevailed for Foreign Exchange which has been further advanced in price, closing firmly. Bankers' sixty day bills on London closed on Wednesday at \$4 82 $\frac{1}{2}$ @\$4 83; sight bills on London at \$4 85 $\frac{1}{2}$ @\$4 86 $\frac{1}{2}$ to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$4,977,636 as against \$4,778,528 the corresponding week of 1876. The week's import entries of Foreign Merchandise at New York included \$974,608 of Dry Goods, and \$4,003,028, of General Merchandise. The week's export of Domestic Produce and Miscellaneous Goods from this port were to the value of \$6,467,126, against \$5,160,305 same week in 1876.

Preparations for the Spring trade are now in active progress, in connection with the important interests of Hardware, Boots and Shoes and Dry Goods, which have been held with a fair show of confidence, with however a moderate actual movement in the distributing line, as usual in the holiday season.

A more satisfactory business has been reported in the leading kinds of domestic produce, and values of Breadstuffs and Provisions have been quoted toward the close generally firmer; Cotton and Petroleum, weaker; Naval Stores, steadier. Foreign merchandise has been in rather more request and prices have been fairly support-d.

The dealings in Metals have been on a restricted scale, throughout, yet prices have been quoted as a rule about steady. Scotch Pig held rather more firmly. Eglinton Pig Iron quoted at \$21@24 50; Glengarnock \$25@25 50; Coltness \$26 50@27; No. 1 American Pig at \$17@20; (200 tons Poughkeepsie sold at \$17.) No. 2 do. at \$17 50@19. Forge \$16@17; American Rails at works \$34@38. Old Rails \$18@19. Wrought Scrap \$22@23. Steel Rails, on the basis of \$44@46. Ingot Copper inactive on the basis of 17 $\frac{3}{4}$ @17 $\frac{3}{4}$ for early delivery.

Ocean freights have been fairly active, for the closing days of the old year and have been quoted generally firmer, with accommodation for Grain, Flour, and Provisions in most demand; and for Cotton, Petroleum, and Tobacco moderately sought after. The outward movement in Lard and Bacon continues on a liberal scale, mainly for the United Kingdom, Germany, and Belgium and largely on through freight account. Liverpool steamer rates at the close for Grain, quoted at 8 $\frac{1}{2}$ d. Flour, at 3@3d. Provisions, 40s.@50s.; Leather, 55s.@60s. Measurement Goods at 22s. 6d.@27s. 6d. per ton; Cotton, 1d.@9-32d. per lb. Liverpool, by sail. Cotton, 1d. Grain, at 7 $\frac{1}{2}$ @8d.; Flour, 2s.@9d.; Measurement Goods 17s. 6d.; Tobacco 35s.; Oil Cake at 25s. Grain rates on charter hence for Cork and orders left off a 6s.; for the Continent at 6s.@6s. 3d.; and from Baltimore for Cork and orders, 5s. 10 $\frac{1}{2}$ d.@6s. and from Philadelphia at 5s. 9d. per quarter. Refined Petroleum hence for Cork and orders, 4s. 3d.@4s. 6d.; for the Continent, 4s. 4s. 3d. Cotton by sail from Charleston or Savannah to Liverpool or Havre at 13-32@16d; from Galveston, at 1d; from New Orleans for the Continent 7-8@15 32ct. Naval Stores from Wilmington or Charleston for Cork and orders at 4s. 3d.@4s. 4 $\frac{1}{2}$ d. and 6s. 3d.@6s. 4 $\frac{1}{2}$ d. Resin from Wilmington to Trieste at 4s. 6d. Lumber from Brunswick to the River Platte, \$19. Through Provision freights

from the West for Liverpool, by steam, 72 $\frac{1}{2}$ @82 $\frac{1}{2}$; for the Continent at 85@91 per 100 lbs.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Nashville, Chattanooga and St. Louis 1st mort., 88 $\frac{1}{2}$; Kalamazoo and White Pigeon 1st mort., 95; Chesapeake and Ohio 1st mort., coupon on, 25 $\frac{1}{2}$; Buffalo, New York and Erie 1st mort., 1916, 105 $\frac{3}{8}$; Great Western 2d mort., 77; East Tenn., Virginia and Georgia 1st mort., 97; Kansas Pacific Inc. No. 16, 8 $\frac{1}{2}$; Toledo and Wabash 1st mort., 119; Galena and Chicago 1st mort., 107; Winona and St. Peter 1st mort., 88 $\frac{1}{2}$; Chicago and Northwestern Interest bonds, 106; do. Extension bonds, 106; Indianapolis Blomington and Western 1st mort., 17; Cleveland, Painesville and Ashtabula 7s, new, 108 $\frac{1}{2}$; Missouri, Kansas and Texas R. R., 8 $\frac{3}{8}$; do. 7s, S. F., Ass., 48; Wabash Receipts, 15 $\frac{1}{2}$; Ontario Silver Mining, 30; Pennsylvania Coal, 150; Mariposa L. and M., 2 $\frac{1}{2}$; Tennessee 6s, old, 38; do. new, 38; do. new series, 38 $\frac{1}{8}$; Louisiana 7s, consol., 84; Georgia 7s, new., 108 $\frac{3}{4}$. The latest quotations are: Adams Exp., 97 $\frac{1}{2}$ @98; American Exp., 49 $\frac{1}{2}$ @50 $\frac{1}{2}$; Atlantic and Pacific Telegraph, —@22; Central Railroad of New Jersey, 12 $\frac{3}{8}$ @13 $\frac{1}{2}$; Chicago, Burlington and Quincy, 102 $\frac{1}{4}$ @—; Chicago and Alton, 78 $\frac{1}{2}$ @—; do. pref., 101 $\frac{1}{2}$ @—; Chicago and Northwestern, 34 $\frac{1}{2}$ @34 $\frac{3}{8}$; do. pref., 62 $\frac{1}{2}$ @62 $\frac{3}{8}$; Chicago, Milwaukee and St. Paul, 35 $\frac{1}{2}$ @35 $\frac{3}{8}$; do. pref., 72 $\frac{1}{2}$ @72 $\frac{3}{8}$; Chicago, Rock Island and Pacific, 100 $\frac{1}{4}$ @100 $\frac{1}{2}$; Cleveland, Columbus, Cincinnati and Indianapolis, 85 $\frac{1}{2}$ @—; Cleveland and Pittsburg, 77@77 $\frac{1}{2}$; Columbus, Chicago and Indiana Central, 3@3 $\frac{3}{8}$; Delaware and Hudson Canal, 52@52 $\frac{1}{2}$; Delaware, Lackawanna and Western, 50 $\frac{3}{4}$ @50 $\frac{3}{4}$; Erie, 8 $\frac{3}{8}$ @8 $\frac{3}{8}$; do. pref., —@24; Hannibal and St. Joseph 11 $\frac{1}{2}$ @11 $\frac{1}{2}$; do. pref., 24 $\frac{1}{2}$ @25 $\frac{1}{2}$; Illinois Central, 73@74; Lake Shore and Michigan Southern, 60 $\frac{1}{2}$ @60 $\frac{1}{2}$; Michigan Central, 57 $\frac{1}{2}$ @57 $\frac{3}{8}$; Morris and Essex, 75 $\frac{1}{2}$ @76; N. Y. Central and Hudson River 106 $\frac{1}{2}$ @106 $\frac{1}{2}$; New York and Harlem, 142@143; Ohio and Miss., 8@8 $\frac{1}{2}$; Pacific Mail, 22@22 $\frac{3}{4}$; Panama, 124@126; Pittsburg, Ft. Wayne and Chicago, 91@91 $\frac{1}{2}$; Quicksilver, 16 $\frac{1}{4}$ @17; do. pref., 28@31; St. Louis, Iron Mountain, and Southern, 7 $\frac{3}{4}$ @—; St. Louis, Kansas City and Northern, 4 $\frac{3}{4}$ @—; do. pref., 23@—; Union Pacific, 64 $\frac{1}{2}$ @65 $\frac{1}{2}$; U. S. Express, 48 $\frac{1}{2}$ @49; Wells-Fargo Express, 87 $\frac{1}{2}$ @88; Western Union Telegraph, 76 $\frac{1}{2}$ @77; Wabash, 15 $\frac{1}{2}$ @15 $\frac{1}{2}$.

Philadelphia.—Baltimore Delaware 2d mort., 102 $\frac{1}{4}$; do. 3d mort., 94; Am. S. S. Co. 6s, 74 $\frac{1}{4}$; Philadelphia and Reading 6s, 1880, 105 $\frac{1}{2}$; do. scrip, 66; Steubenville and Indiana 6s, 92; West Jersey R. R. 7s, 94 $\frac{1}{2}$; Morris Canal pref., 121 $\frac{1}{2}$; Central Transp., 32 $\frac{1}{2}$; Pittsburg 7s, W. L., 105; do. 5s, 80 $\frac{1}{2}$. The latest quotations are: City 6s, 105@—; do. free of tax, 111 $\frac{1}{4}$ @112; Pennsylvania State 6s, 2d series, 105 $\frac{1}{2}$ @106; do. 3d series, 111 $\frac{1}{4}$ @112; do. 5s, new loan 110 $\frac{1}{2}$ @111 $\frac{1}{4}$; Philadelphia and Reading, 16 $\frac{1}{4}$ @17; do. Gen'l mort. 7s, coup., 100 $\frac{3}{4}$ @101 $\frac{1}{2}$; do. reg., 100 $\frac{3}{4}$ @101 $\frac{1}{2}$; do. mort. 1880, 105@106; do. 7s, new conv. 56@57; do. 7s, 1893, 111@111 $\frac{1}{2}$; United New Jersey R. R. and Canal Co., 118@119; Pittsburg, Titusville and Buffalo R. R., 8@8 $\frac{1}{4}$; do. 7s, 54@56; Camden and Amboy mort. 6s, 1889, 108 $\frac{1}{2}$ @109;

Pennsylvania R. R., 82½@82½; do. 1st mort., 107½@—; do. gen'l mort. coupon, 108@108½; do. reg. 108½@—; do. consol. mort. 6s, reg. 91@92½; Little Schuylkill R. R., 40@—; Morris Canal, 50 57; do. pref., 121½@127; Susq. Canal, 226; do. 6s, 32@—; Schuylkill Nav., —@—; do. pref., 7@8; do. 6s, 1882, 63@—; do. 1872, 90@91; El-mira and Williamsport pref., 38@41; do. 7s, 104@—; do. 5s, 60@—; Lehigh Coal and Navigation, 18½@18½; do. 6s, 1884, 102@103; do. R. R. loan, 102@103; do. Gold Loan, 87@87½; North Pennsylvania, 36@38; do. 6s, 108@109; do. 7s, 111@—; do. Gen'l mort. 7s, reg., 106@107; Philadelphia and Erie, 10@10½; do. 6s, 102½@104; do. 7s, 101@102; Minehill, 49@50; Catawissa 7@8; do. pref., 35½@37; do. new pref., 81@82; do. 7s, 1900, 104@105; Lehigh Valley, 40½@40½; do. 6s, new coupon, 108½@108½; do. reg., 108½@109; do. 7s, reg., 113@—; do. consol. mort., 94½@95½; Fifth and Sixth streets (horse), 72@—; Second and Third, 70@—; Thirteenth and Fifteenth, 37½@39; Spruce and Pine, 28½@30; Green and Coates, 40@41; Chestnut and Walnut, 60@65; Hestonville, 92@94; Germantown, 45@49; Union, —@80; Lombard and South, 11@15.

Baltimore.—Wilmington and Weldon 7s, 104; Canton Co. 6s, gold, 90; Union R. R., Canton end., 89½; South Side R. R. 2d mort., 73½; Cincinnati and Baltimore 7s, 93; Virginia Pele-ers, 40; Baltimore City 1890, 112; do. 5s, new, 103½; Cincinnati 7.30s, Jan. and July, 102. The latest quotations are: Cincinnati and Baltimore, 7s, 93@100; Wilmington and Weldon 7s, 104@104½; Wilmington, Columbia and Augusta 7s, —@33; Richmond and Danville 1st mort., —@75; Pittsburg and Connellsville 7s, 1898, 99½@100; Baltimore and Ohio, 97@100; do. 1st pref., 97@102; do. 2d pref., 80@96; do. 6s, 1880, 104½@—; do. 1885, 104½@—; Northern Central 16@16½; do. 6s, 1885, 104½@105; do. 6s, 1900, —@101; do. 6s, 1900, gold, 95@95½; Marietta and Cincinnati 1st mort. 7s, 1892, 92@93; do. 2d mort. 7s, 45@46; do. 3d mort. 8s, 18½@18½; Central Ohio, 26@—; do. pref. 38@39; do. 1st mort., 99½@100; Western Maryland 1st mort. 6s, 1890, 100@101½; do. 1st mort. guar., 111½@112; do. 2d mort. guar., 113@—; do. 3d mort. guar., 112@113; do. 2d mort. pref., 50@65; do. 2d mort. guar. by Washington Co., 103½@105; Virginia and Tennessee 2d mort. 6s, 89@93; do. 3d mort. 8s, 91@100; Orange and Alexandria 1st mort. 6s, 89½@93; do. 2d mort. 6s, 74½@75; do. 3d mort. 8s, 43@46; do. 4th mort. 16@23; Orange, Alex. and Manassas 7s, 65½@67; Baltimore 6s, 1884, —@111; do. 1886, —@113½; do. 1886, new, 112½@113; do. 1890, 111½@112; do. 1900, 111½@112; do. 1900, new, 111@—; do. 1902, 111@111 do.; 1902, new, 111½@—; do. 6s, exempt, 115@117; do. 1893, —@113; do. 1893, new, 111@—; do. 5s, qly., 96@—; do. 5s, new, 103½@104; Memphis 6s, new, 65@68; Maryland Defense 6s, 1883, 108@109; do. 6s, exempt, 112@114½; do. 6s, 1885, 108@—; do. 5s, 96@—; Virginia consol. 6s, 56½@56½; do. 2d series, 40@45; Virginia Consol. coupons, 72@73; West Virginia def. certifi., 5@5½; Baltimore City Passenger R. R., 82@84; Baltimore and Catonsville R. R., 12@15; George's Creek Coal, 99@—; Atlantic Coal, 130@150; Canton Co., —@26;

do. gold 6s, 89@89½; Union R. R., Canton end., 102@104.

Boston.—Wichita and Southwestern R. R. 7s, 65; Wisconsin Central 7s, 1901, 29; Highland R. R. 7s, 1883, 106; Boston and Albany 7s, 1892, 115; Old Colony 6s, 1897, 102; Metropolitan R. R. 7s, 1884, 107; Cheshire R. R., 89; Connecticut and Passumpsic Rivers R. R., pref., 45; New York, Providence and Boston R. R. 122½; Manchester and Lawrence R. R., 126½; New Hampshire 6s, 112; Cincinnati 7.30s, 1902, 99½; do. 1906, 98½; do. 6s, 1906, 86; St. Louis City 6s, 1888, 103½; do. 7s, 1885, 107½; Cook Co., Ill., 7s, 1892, 107½; Jeffersonville, Ind., 7.30s, 1896, 98½; Manchester, N. H., 6s, 1883, 105; Duncan Mining Co., 75c; International, 27½c.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY, NEW YORK, Dec. 27, 1877.

NOTICE IS HEREBY GIVEN THAT A DIVIDEND of Three Dollars and Fifty Cents per share has been declared on the preferred stock of the Chicago, Milwaukee and St. Paul Railway Company, payable at the office of the company, No. 69 William st., on the 25th day of January next, on account of the net earnings of the current year; and that the transfer books will be closed on the 10th and reopened on the 26th of January next.

JULIUS WADSWORTH, Vice-President.

OFFICE OF THE CENTRAL PACIFIC RAILROAD COMPANY, No. 9 NASSAU STREET, NEW YORK, December 27, 1877.

THE COUPONS OF THE FIRST MORTGAGE Bonds of the CENTRAL PACIFIC RAILROAD COMPANY, the WESTERN PACIFIC RAILROAD COMPANY, and the CALIFORNIA AND OREGON RAILROAD COMPANY, due January 1, 1878, will be paid in gold at the office of FISK & HATCH, No. 5 Nassau Street. Holders presenting ten or more coupons will leave them for examination, in which case a receipt will be given and payment made on the following day.

C. P. HUNTINGTON, Vice-President.

Canadian Railways.

The earnings of the following Canadian Railways for November, 1877, compare as follows with the same month last year:

	1876.	1877.
Grand Trunk.....	\$751,976	\$842,056
Great Western.....	319,020	356,722
Northern.....	61,756	63,267
Midland.....	27,207	28,060
Toronto Grey & Bruce....	26,439	24,102

\$1,186,401 \$1,314,197

Work on the Nova Scotia, Nictaux and Atlantic Railway, in Nova Scotia, has been stopped, the Government refusing to pay \$33,000 of subsidy due the Company until the latter settles with its employees. The contract provides that the subsidy shall be payable only after such an amount has actually been expended by the company.

The Maryland and Delaware railroad was sold at auction at Easton, Md., on the 20th inst by ex-Gov. Jas. B. Groom, trustee, for \$94,200, and purchased by William T. Hart, of Boston, for the bondholders. The Maryland division, with rolling stock, brought \$75,000; the Delaware division \$19,200.

It is said that the Pennsylvania Railroad Company is surveying a branch road from Wilkes barre to Northumberland to develop their coal trade. At present their cars have to run over other roads between Nanticoke and Northumberland.

Finance of Ohio.

The Commissioners of the Sinking Fund report the total receipts into the Treasury for the six months ending November 15, 1877, at \$835,841 81; disbursements, \$211,721 60; balance in treasury, \$424,120 21.

The following table will give a summary of the operations of the Sinking Fund for the entire fiscal year of 1877:

Receipts:	
Balance in the Treasury, Nov. 15, 1876	\$248,143 83
Taxes	782,743 13
Trust funds	24,238 86
Other sources	21,186 24
Total	\$1,076,261 56
Disbursements:	
Interest on funded debt, \$396,831 76	
Interest on irreducible debt	250,270 70
Expenses	2,148 89
Judgment in favor of A. Bassett	2,855 00
	\$52,141 85

Balance in Treasury Nov. 15, 1877.. \$424,120 21

The only change that has been made in the condition of the Public Funded Debt of the State since the last report, has been the redemption of \$5000 of the loan of 1875.

The Northern Pacific Railroad Company has completed the branch road from New Tacoma to the Puyallup coal mines, a distance of 31 miles. Regular trains are now running between these points, and large quantities of coal are being taken down to tide water. The railroad company is expending a large sum of money in the development of these mines, which promise to be the most extensive and profitable on the coast.

The report of the Receiver of the Erie Railway Company for the month of October shows the balance on hand at the close of the previous month to have been \$374,777 47, the receipts of the month to have been \$2,831,832 28, the disbursements for the month \$2,190,499 72, and the balance on hand at the close of the month \$641,332 56. The certificates and interest unpaid at the close of the month are given at \$1,962,147 68.

Work on the Philadelphia, Newtown and New York Railroad is rapidly approaching completion. The line was built as far as Fox Chase, in Bucks county, last summer, and by January 1st it will probably be in successful operation to Newtown. The roadbed is said to be solid; the bridges substantial and the rails strong, while stone, instead of gravel, has been used to a great extent for ballasting purposes.

R. M. Pomeroy has been elected President, W. Q. Wetmore Vice President, E. H. Nichols Treasurer, and Thomas M. Souther Secretary of the Central Branch Union Pacific Railroad Company.

The officers of the Republican Valley Railroad Company, recently elected, are: R. M. Pomeroy, President; A. S. Barnes, Vice President; A. W. Greenleaf, Treasurer.

In 1859 there were 1,600 miles of railway in Italy; on January 1, 1877, 8,000 miles were in operation. The total cost of these railways was \$478,486,200.

City Passenger Railroads.

The following annual reports of City Passenger Railroads have been received, examined and filed in the office of the State Engineer and Surveyor at Albany.

THIRD AVENUE RAILROAD.

Capital stock, as by charter, (subscribed and paid).....	\$2,000,000 00
Funded debt, (last and present report).....	2,000,000 00
Floating debt (last and present report).....	None.
Average rate of interest on funded debt seven per cent.	
Cost of road and equipment:	
Roadbed and structure.....	\$1,775,868 14
Land, buildings, &c.....	1,782,485 52
Horses and harness.....	385,505 31
Cars.....	286,038 25
Total.....	\$4,229,884 22
By last report.....	\$4,310,384 22
Expenses of maintaining road:	
Repairs of roadbed.....	\$22,384 23
Taxes on real estate.....	31,828 26
Total.....	\$57,828 26
Expense of operating the road:	
General expense.....	\$5,362 03
Officers' clerks, &c.....	28,400 41
Conductors and drivers.....	347,961 11
Watchmen, roadmen, &c.....	199,653 61
Repairs of cars.....	39,388 81
Repairs of harness, &c.....	4,828 84
Horseshoeing materials and labor.....	49,438 06
Horses.....	59,970 00
Stable expenses.....	6,684 47
Feed and expenses of grainage.....	202,469 72
Fuel and lights.....	9,867 94
Oil and waste.....	1,963 92
Damages to persons and property.....	7,200 58
Law expenses.....	25,081 76
Rents, use of other tracks, ferries, &c.....	23,945 17
Insurance.....	1,513 70
Stationery and printing.....	1,637 72
Donations.....	1,600 00
Total.....	\$1,006,967 85
Other payments:	
For interest.....	\$140,000 00
Dividends on stock at eleven per cent.....	220,000 00
Payment to stockholders under resolution of the Board of Directors.....	300,000 00
Real estate at Harlem.....	7,500 00
Registered coupon bonds.....	58,000 00
Total.....	\$825,500 00
Grand total of expenses.....	\$1,789,683 94
Receipts:	
From passengers.....	\$1,679,206 28
From manure.....	5,700 00
Rent of real estate, car panels, tracks, mail service and interest.....	45,520 72
On account of real estate.....	88,000 00
Conscience money.....	28 50
Total.....	\$1,818,455 50
Total payments.....	1,789,683 94
Surplus.....	\$28,772 56

Characteristics of the road:

Length of road, miles.....	8
Number of passenger cars.....	275
Number of freight cars.....	9
Number of horses and mules.....	1,960
Number of passengers carried during year.....	30,700,000

Rate of fare 5 and 6 cents. Time of trip from Harlem to City Hall, one hour and twenty minutes. The officers are: Samuel L. Phillips, President;

Henry Hart, Vice President; Lewis Lyon, Treasurer; Charles L. Arthur, Secretary, and George W. Field, Superintendent.

SECOND AVENUE RAILROAD.

Capital stock.....	\$2,500,000 00
Capital stock subscribed and paid in.....	1,199,500 00
Funded debt by last report.....	1,510,000 00
Total now of funded debt.....	1,627,500 00
Floating debt by last report.....	45,000 00
Total now of floating debt.....	20,000 00
Average rate of interest seven per cent.	
The funded debt includes \$178,000 mortgages on real estate.	

Cost of road and equipment:

Roadbed and superstructure.....	\$1,846,159 55
Land, buildings, &c.....	699,679 07
Horses, mules, harness, &c.....	160,919 81
Cars.....	114,530 66
Total.....	\$2,821,289 09
Total, last report.....	\$2,721,232 55

Expenses of maintaining road:

Repair of roadbed, &c.....	\$49,087 63
Taxes on real estate.....	14,176 45
Total.....	\$63,264 08

Expenses of operating the road:

Officers, clerks, General Superintendent.....	\$24,716 50
Conductors and drivers.....	167,642 91
Watchmen, Starters, &c.....	25,987 23
Repairs of cars.....	28,684 28
Repair of Harness.....	4,079 62
Horseshoeing.....	17,948 68
Horses.....	19,861 20
Stable expenses.....	56,307 00
Feed, &c.....	117,667 88
Fuel and lights.....	5,812 10
Oil and waste.....	760 30
Water tax.....	1,507 53
Damages to persons and property.....	10,287 10
Law expenses.....	5,043 31
Rents, use of other roads, &c.....	455 40
Insurance.....	1,673 94
Punch expenses.....	5,172 21
Contingencies.....	9,074 77
Total.....	\$502,583 26

Other payments:

Interest.....	\$112,391 00
Dividends at eight per cent.....	96,000 00
Add total transportation expenses.....	565,847 34
Total expenses.....	\$774,238 34

Receipts:

From passengers.....	\$779,178 83
Manure.....	3,716 17
Rent of car panels.....	1,300 00
Total.....	\$784,195 00

Surplus income.....	9,956 66
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Length of the road from Peck slip to Harlem River, 8 miles; number of cars, 168; number of horses and mules, 1,185; time of trip, one hour and twenty minutes; number of passengers during the year, 15,583,576.

Great Southern Railway.

An examination of the railways which now, or by the construction of short links, may be made to connect with the terminus of the Texas and Pacific road, will show that there is no important point east of the Mississippi river which cannot be reached and benefited by the completion of the Great Southern Railway. It will require only ninety miles of road from Shreveport to Monroe to connect them with all the lines, viz: via Vicksburg, through Mississippi, Alabama, Georgia, and the Carolinas, and verging to the Capital of the nation, thence to Baltimore, Philadelphia, New York, and New England, while a line from Shreveport to Vermillionville would form complete rail connection with New Orleans, and thence by other lines to all points on the coast. The entire East-

ern seaboard can be reached by lines through Virginia and Kentucky, and the Gulf ports of Galveston and Houston by the Texas Central and great Northern roads already constructed.—*Mobile Register.*

Great Western Railway of Canada.

The following figures exhibit a comparison of the half-years operations with those of the corresponding half year ended 31st July, 1876:

	1876.	1877.
Gross receipts.....	\$394,769	\$370,514
Cash working expenses, exclusive of credits to reserve funds (being at the rate of 74.41 per cent., as against 73.63 per cent. for the corresponding period).....	290,647	275,716
	\$104,122	\$94,798

Cash loss on working leased lines, interest on bonds, debenture stock, &c.....	101,514	97,995
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Surplus.....	\$2,608
Deficit.....	\$3,197

The interest on the company's bonds and debenture stock having exhausted the entire surplus on the working account, the credits to the reserve funds for this half-year have been suspended, except to the extent of the actual revenue expenditure charged on them, amounting to—

Rail and bridge renewal fund.....	\$8,117 10 9
Car renewal fund.....	1,644 11 9
	\$9,762 2 6

The above sums are included in the expenditure debited to revenue. Excluding in former half-years the net transfers to the funds, the present account exhibits a deficiency of £3,916, as against a surplus of £2,608 in 1876, and as against a deficiency of £75,699 in 1875. The aggregate balance to the credit of the reserve funds is £181,889. The dividend on the preference stock, amounting for the half-year to £12,644, will remain a charge against future revenue.

The average rate at which conversions of American currency have been effected during the half-year is 105.54 as against 113.18 in the corresponding half year.

The Directors have felt very great difficulty in deciding how to deal with the credits for the present half year to the reserve funds, the amended basis of which has been brought before the Shareholders in recent reports. On the other hand it is, in their opinion, desirable that the total credits to the funds during the series of years, in respect of which the amounts of the half-year's credits have been arrived at, should not be diminished. On the other hand it must be remembered that the provisions of the Great Western Railway Act, 1876, authorizing the Board specially to deal with over drafts in the revenue account, expired on January 31 last; and it would, therefore, appear doubtful whether they would be justified in creating a fresh over draft by charges, not in the nature of cash payments, but having reference to the prospective expenditures of future years. On the whole, and after consultation with the Auditors, to whose remarks the Board would call attention, the Directors have decided to suspend the credits to these accounts for the present half year, with the distinct understanding that the amounts so held back will be made good out of the revenue of future half-years. The Directors hope that the Shareholders will approve of this decision. The funds accordingly remain on July 31 in credit as follows:

	Balance July 31, 1877.	£.	s.	d.
Rail and bridge renewal fund....	18,992	8	10	
Locomotive renewal fund.....	111,128	18	6	
Car renewal fund.....	39,394	3	0	
Ferry steamers renewal fund....	11,621	12	8	
Fire insurance fund.....	552	4	6	
	\$181,889	7	6	

Omitting the charge for interest on the London, Huron, and Bruce Bonds, and the transfer to renewal funds, the aggregate loss on working leased lines for the past half year, including the rent of the Welland railway, amounts to £3,723 as compared with £6,734 for the corresponding half-year. The gross traffic of the Wellington, Grey, and Bruce line, in comparison with the corresponding half of 1876, exhibits a decrease of £6,446, mainly due to the deficient wheat harvest of last autumn and to the stagnation of the lumber trade. The cash lost on working this line (after crediting the Wellington, Grey and Bruce Company with 30 per cent. of the gross traffic) has been £6,483 against £7,586 in 1876. The London, Huron and Bruce Railway shows a profit on working (exclusive of bond interest) of £3,804. Under the traffic agreements with the Wellington, Grey, and Bruce Company, the sum of £2,747, being 20 per cent of the earnings derived from additional traffic interchanged with that railway (for the six months to July 31, 1877), will be applied to the acquirement of the Wellington, Grey, and Bruce bonds at par. Some additional expenditure for the renewal of bridges on the London and Port Stanley railway has been found necessary, but it will be spread, through the operation of the leased lines suspense account, over the remaining term of the lease. The increased charge for this half year is £360.

The charges against capital account during the half-year amount to £38,209. They include the transfer of the adjusted balance of the London, Huron, and Bruce capital expenditure, leaving a sum of £2,081 still available for similar outlay on that line, which is entirely the property of this company. The balance available for capital expenditure on the Wellington, Grey, and Bruce railway is £3,610.

Since the termination of the half-year (viz., on October, 1877, 51 per cent. bonds to the amount of £485,000 have fallen due, and have been duly paid off, or exchanged for three or five years 7 per cent. bonds, on presentation. With a view to provide in part for paying off or exchanging these bonds, but so that no increased annual charge on account of bond interest might be incurred, the shareholders at a special meeting held on August 3, 1877, authorized the Directors to issue 31,714 additional shares. These shares were allotted at that date to the Shareholder, at the rate of 12 for every 100 existing shares, and at the price of £5 5s. per share. The whole issue has been taken up by the Shareholders. The particulars of these operations will be shown in the next half-years' accounts.

On behalf of the Board of Directors,
HUGH C. E. CHILDERS, President.
London, November 23, 1877.

Trains commenced running regularly on the 20th inst. on the Castle Shannon Narrow Gauge extension, from Kown's Mills to Pittsburg. This opens up six miles of new road, and in two or three weeks the road will be in operation as far as Finleyville, six miles distant from Kown's. The work of tracklaying is being pushed forward vigorously, the mild weather being very favorable.

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Boilers, 1 to 100 h p
Box Board Matchers
Blind Slot Crimpers
Blind Slot Formers
Box Board Machinery
Cards
Chucks
Cupolas
Crushers
Cob Crackers
Circular Saws
Cotton Machinery
Circular Saw Mills
Clapboard Machines

Clothes Pin Machinery
Dovetailers
Drop Presses
Drill Presses
Daniels Planers
Door Machinery
Elevators
Extractors
Emery Wheels
Engines, 1 to 300 h p
Excelsior Machines
Fans
Forges
Fire Pumps
Foot Lathes
Fire Engines
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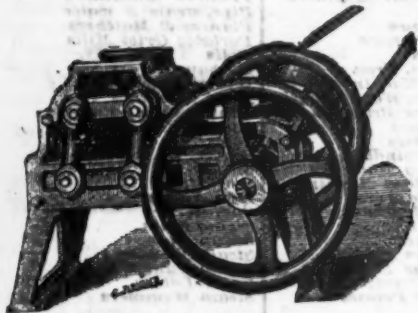
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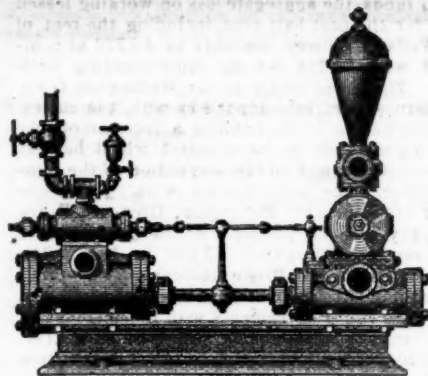
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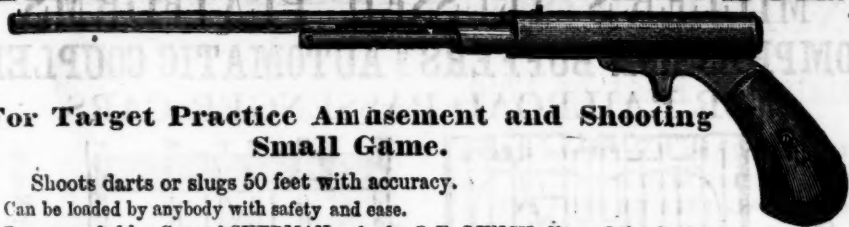
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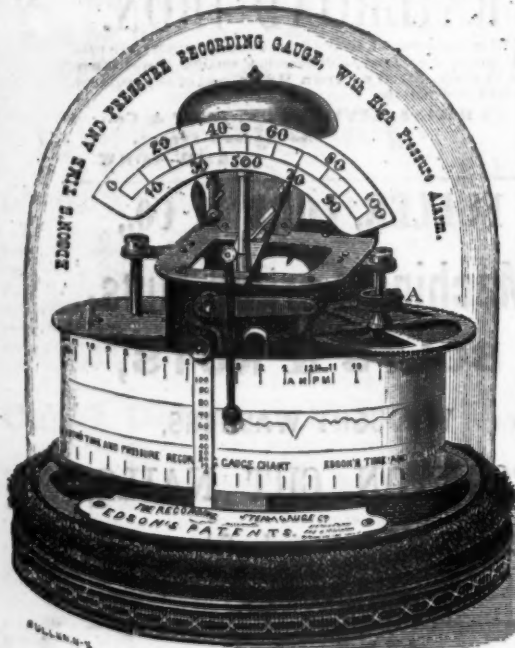
1523

The Coal Trade.

For the week ending the 15th instant, the total tonnage, as reported by the several carrying companies, amounted to 466,819 tons, against 165,369 tons in corresponding week last year, an increase of 301,450 tons. The total amount of anthracite mined for the coal year is 19,702,614 tons, against 18,091,741 tons for same period last year, an increase of 1,610,873 tons. The quantity of bituminous coal sent to market for the week amounted to 68,164 tons, against 71,554 tons in corresponding week last year, a decrease of 3,390 tons. The total amount of bituminous mined for the year is 3,461,118 tons, against 3,571,858 tons for corresponding period last year, a decrease of 110,740 tons. The total tonnage of all kinds of coal for the week is 529,983 tons, against 236,923 tons in corresponding week last year, an increase of 293,060 tons. The total tonnage of all kinds of coal for the coal year is 23,163,782 tons, against 21,663,599 to same date last year, an increase of 1,500,183 tons. The receipts at Perth Amboy for the week ending on the 15th instant were 27,306 tons, the shipments 31,467 tons, leaving a stock on hand of 93,588 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first and second weeks of December was 218,676 tons, of which 185,820 tons were coal, and 32,856 tons coke. The total carried for the year is 4,643,470 tons, of which 3,792,785 tons were coal and 603,799 tons coke. These figures embrace all the coal carried over the road, east and west.—*Phila. Ledger*, Dec. 24.

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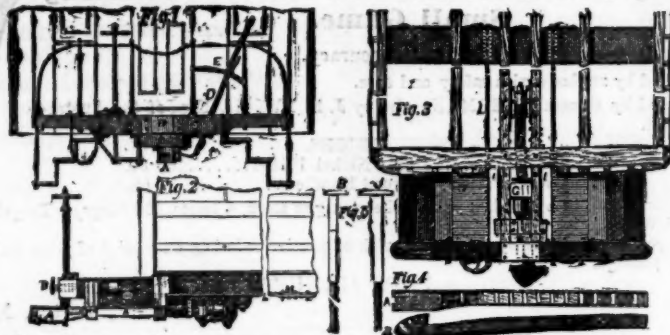
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